

Planning Commission Regular Meeting

June 12, 2024 @ 1:30 PM

[Watch Live on YouTube](#)

Seabrook Island Town Hall, Council Chambers
2001 Seabrook Island Road
Seabrook Island, SC 29455



Virtual Participation: Individuals who wish to participate in the meeting via Zoom may call (843) 768-9121 or email kwatkins@townofseabrookisland.org for log-in information prior to the meeting.

AGENDA

1. CALL TO ORDER

2. APPROVAL OF MINUTES

A. Planning Commission Regular Meeting: May 8, 2024

3. OLD BUSINESS ITEMS

There are no old business items

4. NEW BUSINESS ITEMS

A. Text Amendment: Ordinance 2024-03

[pages 2 – 10]

An ordinance amending the Development Standards Ordinance for the Town of Seabrook Island, South Carolina; Article 9, Conditional Use Requirements; Section 9.4, Specific Use Requirements; Subsection T, Wireless Communication Antennas and Towers; so as to Establish conditions for the placement of temporary communication towers.

B. Review and Discussion of Comprehensive Plan Elements

[pages 11 – 78]

- Community Facilities – **Final Draft**
- Priority Investment – **Final Draft**
- Land Use – **First Review**
- Transportation – **First Review**

5. ITEMS FOR INFORMATION OR DISCUSSION

A. June 28th Special Called Planning Commission Meeting

6. ADJOURNMENT



MEMORANDUM

TO: Planning Commission Members
FROM: Tyler Newman, Zoning Administrator
SUBJECT: DSO Text Amendment – § 9.4.T (Ordinance 2024-03)
MEETING DATE: June 12, 2024

Background

On May 14, 2024, the Town's Zoning Administrator was contacted by representatives of Verizon Wireless who indicated that they would be working with representatives of the Seabrook Island Utility Commission (SIUC) on an upcoming maintenance project to an existing water tower located at 3035 Cap'n Sam's Road. As part of this SIUC maintenance project, Verizon Wireless indicated that they would need to remove existing wireless antennas that are currently attached to the water tower and set up a temporary cellular tower adjacent to the water tower to minimize service disruptions for residents of the Town of Seabrook Island.

Wireless communication antennas and towers are a conditionally permitted use in the Conservation (CP), Camp St. Christopher (CSC), Limited Commercial (LC), Community Facilities (CF), and Mixed-Use (MU) zoning districts. The specific conditions associated with wireless communication antennas and towers can be found in § 9.4.T of the DSO.

Upon investigating the specific conditions associated with wireless communication antennas and towers the Town's Zoning Administrator determined that there were no conditions or exemptions that specifically applied to temporary communication towers therefore under the current requirements of § 9.4.T a temporary tower is held to the same standards as a new permanent communication tower site.

As a result of this determination, the Town's Zoning Administrator has proposed to amend Article 9, Conditional Use Requirements; Section 9.4, Specific Use Requirements; Subsection T, Wireless Communication Antennas and Towers, to include specific conditions for the installation of temporary cellular towers.

Request

The Planning Commission is asked to review and provide a recommendation on a text amendment request from the Town of Seabrook Island Zoning Administrator. The text amendment specifically applies to the following section(s) of the Town of Seabrook Island Development Standards Ordinance (DSO):

- **Article 9, Conditional Use Requirements; Section 9.4, Specific Use Requirements; Subsection T, Wireless Communication Antennas and Towers**

Attached to the memo you will find a copy of the draft text amendment ordinance as well as the proposed amended language in § 9.4.T.

Respectfully submitted,

Tyler Newman
Zoning Administrator

TOWN OF SEABROOK ISLAND

ORDINANCE NO. 2024-03

ADOPTED _____

AN ORDINANCE AMENDING THE DEVELOPMENT STANDARDS ORDINANCE FOR THE TOWN OF SEABROOK ISLAND, SOUTH CAROLINA; ARTICLE 9, CONDITIONAL USE REQUIREMENTS; SECTION 9.4, SPECIFIC USE REQUIREMENTS; SUBSECTION T, WIRELESS COMMUNICATION ANTENNAS AND TOWERS; SO AS TO ESTABLISH CONDITIONS FOR THE PLACEMENT OF TEMPORARY TOWERS

WHEREAS, Section 9.4.T of the Development Standards Ordinance for the Town of Seabrook Island (hereafter, the "DSO") establishes general conditions for the installation of wireless communication antennas and towers within the Town; and

WHEREAS, the Mayor and Council for the Town of Seabrook Island desire to amend Section 9.4.T of the DSO to include general conditions for the placement of temporary towers for periods of limited duration; and

WHEREAS, the Mayor and Council for the Town of Seabrook Island believe that the proposed amendments to Section 9.4.T of the DSO are in the best interest of the Town and its residents and will allow for the continuation of uninterrupted wireless services while existing towers are undergoing maintenance, repair, and/or replacement; and

WHEREAS, as required by law, the Town of Seabrook Island Planning Commission reviewed the proposed amendments during a regularly scheduled meeting on June 12, 2024, at which time members of the Planning Commission recommended in favor of _____; and

WHEREAS, the Mayor and Council advertised and held a public hearing on the proposed amendments during a duly called meeting on _____, with public input duly noted;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, **BE IT ORDAINED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND:**

SECTION 1. Amending Section 9.4.T of the DSO. The Development Standards Ordinance for the Town of Seabrook Island, South Carolina; Article 9, Conditional Use Requirements; Section 9.4, Specific Use Requirements; Subsection T, Wireless Communication Antennas and Towers; is hereby amended so as to repeal and replace the existing Section 9.4.T in its entirety with a new Section 9.4.T, a copy of which is attached hereto as "Exhibit A." The attached "Exhibit A" is hereby adopted by reference as if fully set forth within this section.

SECTION 2. Severability.

If any part of this ordinance shall be deemed to be unconstitutional, unenforceable, or otherwise invalid by the final decision of a court of competent jurisdiction, it shall be construed to have been the legislative intent of Town Council to pass said ordinance without such unconstitutional provision, and the validity of all remaining sections, subsections, paragraphs, clauses, or provisions of said ordinance shall

not be affected thereby. If said ordinance, or any provision thereof, is held by the final decision of a court of competent jurisdiction to be inapplicable to any person, group of persons, property, kind of property, circumstances or set of circumstances, such holding shall not affect the applicability thereof to any other persons, property or circumstances.

SECTION 3. Conflicting Ordinances Repealed.

All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. Effective Date.

This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ___ day of _____, 2024, having been duly adopted by the Town Council for the Town of Seabrook Island on the ___ day of _____, 2024.

First Reading: May 28, 2024

Public Hearing:

Second Reading:

TOWN OF SEABROOK ISLAND

Bruce Kleinman, Mayor

ATTEST

Katharine E. Watkins, Town Clerk

Exhibit A

To Ordinance 2024-03

Development Standards Ordinance
Section 9.4.T (Amended)

T. Wireless Communication ANTENNAS and Towers.

1. Required Approvals. The placement of wireless communications facilities and towers shall meet the following approval requirements:

a. *Installation of New Towers.* The construction and installation of any new tower shall only be in accordance with the review and approval procedures of this article. No tower or related STRUCTURE shall be permitted within the SCDHEC-OCRM CRITICAL LINE or on any beach.

b. Installation of Temporary Towers. Notwithstanding any conflicting provisions set forth in this subsection, the ZONING ADMINISTRATOR may permit the installation or placement of a temporary tower, subject to the following conditions:

i. The applicant has demonstrated, to the satisfaction of the ZONING ADMINISTRATOR, that the temporary tower is reasonably necessary to maintain uninterrupted wireless services while work is being performed to MAINTAIN, REPAIR, or REPLACE an existing tower or alternative STRUCTURE (such as a water tower, BUILDING, or steeple) to which ANTENNA(s) are affixed;

ii. The temporary tower must be located on the same LOT as the existing tower or alternative STRUCTURE to which ANTENNA(s) are affixed;

iii. No more than one (1) temporary tower may be permitted at a time on any LOT;

iv. The temporary tower, including any ACCESSORY BUILDINGs and STRUCTUREs, must comply with the minimum SETBACK requirements for the zoning district in which it is located;

v. The maximum height of the temporary tower may not exceed the height of the existing tower or alternative STRUCTURE to which ANTENNA(s) are affixed;

vi. The applicant shall provide copies of any required approvals from the Federal Communications Commission (FCC), Federal Aviation Administration (FAA), and all other applicable state and federal agencies, with the permit application;

vii. The temporary tower must be removed no later than thirty (30) days following completion of the work to MAINTAIN, REPAIR, and/or REPLACE the existing tower or alternative STRUCTURE, or within ninety (90) days from the date upon which the temporary tower was permitted, which ever shall occur first; and

viii. Following any major storm or disaster event, or when deemed necessary to preserve public health and safety, the ZONING ADMINISTRATOR may suspend any one or more of the provisions set forth herein for a period not to exceed one hundred and eighty (180) days.

b.c. Installation of New ANTENNA. The installation of new ANTENNA(s) on existing towers, including legal NONCONFORMING towers, and existing alternative STRUCTUREs (such as water towers, BUILDINGs, or steeples) may be approved by the ZONING ADMINISTRATOR subject to all requirements of this section. Any new ANTENNA that

will add either 10 percent or 20 feet, whichever is less, above the highest point of any existing tower or alternative STRUCTURE shall be subject to the provisions of this section for the installation of new towers, as described below.

c.d. *Installation of New Accessory STRUCTUREs.* The installation of new accessory STRUCTURE(s), such as equipment BUILDINGs, to support the installation of additional ANTENNAs on existing towers or alternative STRUCTUREs may be approved by the ZONING ADMINISTRATOR.

d.e. *Installation of Small Wireless Facilities.* The installation of small wireless facilities within the right-of-way along any street under the jurisdiction of the TOWN shall comply with the provisions of the South Carolina Small Wireless Facilities Deployment Act (Act 179 of 2020).

e.f. *Exemptions.* Amateur radio towers not exceeding a height of 75 feet and satellite dishes shall be exempt from the provisions of this section.

2. Removal. Any tower unused or left abandoned for 12 consecutive months shall be removed by the property owner at his or her expense. Regardless of the tower ownership, the property owner shall be responsible for removal. Upon the request of the ZONING ADMINISTRATOR, the operator of any facility to which this provision applies shall provide documentation of the use of that facility for the purpose of verifying any abandonment.
3. Interference with Public Safety Facilities. No new wireless communications facilities or tower shall result in any interference with public safety telecommunications.
4. Required Documentation for all Facilities. In addition to the requirements provided in this section for conditional approval, applications for new towers, new ANTENNA, and new related facilities, including equipment mounted on an existing BUILDING, shall include the following:
 - a. *Engineer's Report.* A report from a professional engineer licensed in the State of South Carolina that:
 - i. Describes the height and design of any new tower and/or ANTENNA including a cross-section, latitude, longitude, and elevation;
 - ii. Describes or updates (in the case of new ANTENNA) the tower's capacity, including the type and number of ANTENNAs it can accommodate;
 - iii. Certifies compliance of the construction specifications with all applicable BUILDING codes (including but not limited to the foundation for the tower, anchors for the guy wires if used, co-location, and strength requirements for natural forces: flooding, wind, earth movements, etc.);
 - iv. Certifies that the facility will not interfere with established public safety telecommunication facilities; and
 - v. Includes the engineer's seal and registration number.

- b. *Letter of Intent*. A binding letter of intent committing the tower owner, property owner, ANTENNA owners, and their successors to allow the shared use of the tower.
 - c. *Proof of Compliance*. Copies of any required approvals from the Federal Communications Commission (FCC), Federal Aviation Administration (FAA) and all other applicable state and federal agencies.
 - d. *Removal Affidavit*. A letter committing all parties, including the property owner and his or her successors, to remove the tower and all related accessory STRUCTUREs, FENCEs, landscaping, and equipment if the tower is abandoned (unused for a period of 12 consecutive months). The removal affidavit shall be recorded in Charleston County, with a copy of the recorded affidavit provided to the ZONING ADMINISTRATOR.
5. Determination of New Tower Need. Any proposal for a new COMMUNICATIONS TOWER shall only be approved if the applicant submits verification from a professional engineer licensed in the State of South Carolina that the ANTENNA (e) planned for the proposed tower cannot be accommodated on any existing or approved towers or other STRUCTUREs within a two (2) mile radius of the proposed tower location due to one or more of the following reasons:
- a. *Existing Public Site*. There are no existing publicly owned towers or sites suitable to accommodate the proposed tower or ANTENNAs.
 - b. *Inadequate Structural Capacity*. The ANTENNA(s) would exceed the structural capacity of an existing or approved tower or other STRUCTURE.
 - c. *Interference*. The ANTENNAs would cause interference impacting the usability of other existing or planned equipment at the tower site.
 - d. *Inadequate Height*. The existing or approved towers or STRUCTUREs within the search radius cannot accommodate the planned equipment at the height necessary.
 - e. *Land Availability*. Additional land area is not available (when necessary).
6. Design Requirements for new Towers and Related Facilities. All telecommunications facilities shall meet the following design requirements:
- a. *Lighting*. Tower lighting shall only be as required for safety or security reasons or as required by the FAA or other federal or state authority. All ground level security lighting shall be oriented inward so as not to project onto surrounding properties and shall have 90-degree cut-off luminaries (shielded down lighting).
 - b. *Co-Location*. All telecommunication towers shall be designed, and engineered structurally, electrically, and in all other respects to accommodate both the applicant's equipment and at least one (1) additional user for every 50 feet in total tower height in excess of 50 feet or fraction thereof.
 - i. Each additional user shall be assumed to have an ANTENNA loading equal to that of the initial user.

- ii. Towers must be designed to allow for rearrangement of ANTENNAS and to accept ANTENNAS mounted at varying heights.
 - c. *Height.* All towers and ANTENNA shall conform to FAA tall structure requirements. The maximum height of accessory STRUCTUREs shall be 15 feet.
 - d. *Signs.* Signs for all telecommunications facilities shall be permitted up to a total of four (4) square feet per user and mounted on the FENCE.
- 7. Site Requirements for new Towers and Related Facilities. All telecommunications facilities shall meet the following site requirements:
 - a. *Vehicular Access.* Vehicle access drives may be gravel or paved and shall be located within an access EASEMENT that is a minimum of 20 feet in width. Any portion of the entrance located in a public right-of-way or street EASEMENT shall meet the applicable street design, construction, and pavement requirements for the TOWN.
 - b. *Site Area.* The LOT (or lease area) where the tower is located shall be large enough to accommodate all anticipated accessory STRUCTUREs needed by future ANTENNA users. The size of the site shall also be of sufficient area to allow the location of one (1) additional tower and associated support facilities.
 - i. The arrangement of the initial tower and the topography of the site shall be considered in determining the sufficiency of the site area.
 - ii. At a minimum, the width and depth of the tower site shall be a distance equal to the tower height. The tower shall be placed within the property so it is no closer to any LOT line than one-half ($\frac{1}{2}$) the tower height.
 - iii. All tower supporting and stabilizing wires shall be located within the site area.
 - c. *Setback.* The required SETBACKs for the tower and related facilities shall be as follows:
 - i. Side and rear SETBACK. The minimum side and rear SETBACK for all facilities, including the security FENCE, shall be 25 feet.
 - ii. Front SETBACK. The minimum front SETBACK for all facilities shall be as specified by this ordinance for the zoning district in which it is located. No part of a wireless telecommunications facility, including the security FENCE, and any required guide wires or bracing shall be permitted in the required front SETBACK.
 - iii. Additional SETBACK from residential districts. No facility shall be placed closer than one and one-half ($1\frac{1}{2}$) times the total height of the tower or 200 feet, whichever is greater, to any property included in a residential district.
 - d. *Encroachment.* No part of any telecommunications facility nor associated lines, cables, equipment, wires, or braces shall at any time extend across or over any part of a public right-of-way, PRIVATE STREET EASEMENT, sidewalk, or property line.

- e. *Fencing*. An eight (8) foot high security FENCE shall completely surround the tower and accessory equipment BUILDING site. Any deterrents, such as barbed wire, shall be at least eight (8) feet above grade.
 - i. Required landscape screening shall be located outside of the required FENCE.
 - ii. If adjacent to a residential district, the required security FENCE enclosing the facility shall be 100 percent opaque on the side facing the residential district. Chain link FENCE may be used; provided, it is covered by a green or black wind screen. Opaque, eight (8) foot tall gates shall be provided for access.
- 8. Landscape Screening. Evergreen BUFFER plantings shall be located and maintained around the outermost perimeter of the security FENCE of all wireless communications facilities. The landscape plan for the site shall specify plants in a number and arrangement sufficient to screen the FENCE, all equipment, and the base of the tower, as determined by the ZONING ADMINISTRATOR.
 - a. If evergreen SHRUBS are used, they shall be planted a maximum of five (5) feet apart on center.
 - b. If evergreen trees are used, they shall be planted as required by Section 11.3 B.2 of this ordinance.
 - c. Landscape screening, in addition to the requirements of this section, may be provided within the SETBACK area.



COMMUNITY FACILITIES ELEMENT

Element Goal

Coordinate and cooperate with public and private Seabrook Island entities to ensure the well-being of property owners and visitors through the provision of superior community facilities, the assurance of high quality emergency preparedness, and the promise of a safe and secure island community.

7.1 OVERVIEW

The broad heading of community facilities includes the buildings, amenities, lands and services needed to serve the public health, safety and welfare which comprise things such as adequate fire and police protection, access to health and emergency medical care, emergency preparedness, places for recreation and quality schools. How these community facilities are planned, constructed, operated and maintained greatly impacts the quality of life for the community.

7.2 BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

In most communities, a city or town government is the principal provider of community facilities and services. The Town of Seabrook Island is unique because many of the community services and facilities typically provided by municipal government are provided and maintained by private entities or other governmental entities. The Town coordinates and works with several entities and agencies to provide adequate public facilities and services to the community. Many of the facilities and services are provided or administered by Town government or private entities, while others are provided through cooperative agreements with county and state agencies.

Administrative Facilities

Seabrook Island Town Hall. The Town of Seabrook Island is the municipal governing body, and the Town Hall is located at 2001 Seabrook Island Road. Town Hall holds the administrative offices and functions as the primary location for conducting the official business for the Town of Seabrook Island. Town Hall's council chambers provide meeting space for Town Council, and various Town boards and commissions, and may also be rented out for private events. Functionally, Town Hall is at capacity. In order for the Town to add additional services, such as more permitting and code enforcement, additional administrative space would be required.



Seabrook Island Town Hall

Some municipal functions are provided by the County on behalf of the Town. The majority of County administration takes place at the Lonnie Hamilton III Public Service Building located at 4045 Bridgeview Drive, North Charleston, SC 29405.

Entry Road and Shared Use Path. Seabrook Island Road is a beautifully landscaped entryway that extends from the Freshfields traffic circle to the gated Seabrook Island community. The road is flanked on one side by a sidewalk with heavy landscaping and open marsh views, and on the other side by a shared use path meandering behind a rustic three-rail fence and tree line. The Town maintains this open space, which is within the right-of-way on the sidewalk side, and contained within easements on the shared path side. This easement has been described on a recorded plat as "Plat



of a Variable Width Path Easement to be Acquired by the Town of Seabrook Island.”



Shared Use Path, Seabrook Island Road

Source: ©2018 Google, Image Capture June 2016.

Utilities and Infrastructure

Utilities include those services that are significant to the residents and businesses of a community, including the provision of water, wastewater disposal, solid waste disposal, and electricity. In addition to the services being essential to residents and businesses, utilities impact the future growth and sustainability of any community.

Drinking Water and Wastewater Services. The original Seabrook Island water system was installed by the initial developers of Seabrook Island in 1971. Soon afterwards these utilities were turned over to the private company Heater of Seabrook, LLC. This company operated and managed the water system until the utility company was purchased by the Town in 1995. This purchase required the simple majority vote of Seabrook Island property owners *who lived on the island*, and many of these Seabrookers helped with the financing by purchasing bonds. Soon after taking

control of the utility company, the Town passed an ordinance to create the Seabrook Island Utility Commission, with the primary responsibility of the commission being to oversee all drinking water distribution and wastewater treatment on Seabrook Island. Also in 1995, SIUC contracted with the global professional services corporation, Hawthorn, to provide on-site operations management and employees to operate and maintain all Seabrook Island water and wastewater facilities. The Town in 2023 changed management contractors to Woodard and Curran given their expertise and depth.

The clean water distributed to the Town is initially treated by the Charleston Water System. This water is then pumped onward to the St. Johns Island Water Company located on Johns Island, who then pumps the water to Seabrook Island. Once the clean water makes it to the island, it is held in three 500,000-gallon storage tanks. Two of these tanks are located at the municipal wastewater treatment facility located at 2902 Seabrook Island Road, and the third is located in the elevated tank near the fire station located at 3025 Captain Sam’s Road. The water in this elevated tank provides the pressure necessary for water distribution throughout Seabrook Island.

There is a water master meter located near the roundabout junction of Betsy Kerrison Parkway and Seabrook Island Road. St. Johns Water Company bills the Town for all water that passes through this master meter, and in turn, the Town bills its “customers” based on local meters monitoring water use on individual properties. Woodard and Curran provides the billing services for the Town, including handling payments, budgeting, accounting, meter-reading, billing and collection services.



The potable water distribution system physical facilities include water storage tanks, pump stations, distribution lines and water meters. The distribution system received a \$2.0 million upgrade in 2006, adding the two 500,000-gallon ground storage tanks, a high service pump station, 20,000 linear feet of 20-inch water main and 17,800 linear feet of 16-inch water main. All wastewater leaving homes and businesses on Seabrook Island is treated at the municipal water treatment facility. While this water is not potable, it meets the standards for irrigation use and is pumped from the treatment plant to ponds on the island to be used in irrigation on the

coastal storm surge. In 2013, the treatment plant received a \$1.7 million upgrade and expansion to provide a safer system of wastewater treatment, improve plant performance and protect public health. The system currently provides service to all of Seabrook Island and the off-island commercial and residential developments of Freshfields, Kiawah River Estates, and Cassique. The current treatment system has capacity to serve the build-out on Seabrook Island and moderate incremental growth in the other areas SIUC is contractually obligated to serve with only incremental investment in the treatment system. Most of all of this



Seabrook Island Water Tower
Photo Source: www.louisberger.com



Seabrook Island Utility Commission Water Reservoir
Photo Source: Sue Holloman, Tidelines, July 2018.

golf courses.

The physical facilities that make up the wastewater treatment system include collection lines, lift stations and the central wastewater treatment plant. The plant contains aeration basins, clarifying tanks, chlorine contact holding basins and a twenty-million-gallon reservoir. In 2008, the wastewater treatment facility received a \$2.2 million FEMA Pre-Disaster Mitigation Grant that funded upgrades to help stormproof the plant from a 500-year

required incremental investment should be paid for using the new customer impact fees.

Significant customer growth driven by a large residential build-out on the Freshfields property would require significant investment in the treatment system. Any such build-out would be worked out in advance with the developer.



One potential medium term sewer treatment expansion would be of the treated water holding pond. This potential expansion is being driven partially by system growth and more so by changing weather and rainfall patterns.

Stormwater System. Recent hurricanes and flooding have highlighted the important role of stormwater systems in the Lowcountry. SIPOA owns and maintains approximately 80,000 linear feet (LF) of the approximately 127,000 LF of stormwater pipe on Seabrook Island. This system conveys surface drainage and is a completely separate system from the wastewater treatment system maintained by SIUC.

The Town of Seabrook Island's Comprehensive Beach Management Plan (BMP) provides a good description of how the system handles stormwater runoff. The BMP notes that Seabrook Island is fortunate that its roads, golf courses, private properties and other surfaces that generate storm water runoff into a system of storm drains that empty into marshes and ponds and not onto or across the beaches. Even in the case where properties are adjacent to the beach, such as some residential lots, SIC commercial property, and the Camp facility, most of the runoff from that portion of the property that tilts towards the beach is absorbed by a deep sandy base before it reaches the beach.

SIPOA has been engaged in a stormwater rehabilitation program since 2004. In the past, this program has primarily focused its resources on rehabilitating older corrugated metal pipes that cross roads and are in known poor condition. In 2016, a Stormwater Rehabilitation Program Report was prepared for SIPOA. While the report noted that SIPOA's rehabilitation efforts have served as an effective strategy in previous years, since the condition of all of the pipes in the system vary greatly, future stormwater rehabilitation efforts should be based on two characteristics; pipe condition and impact from failure. The prioritization matrix has been used to prioritize rehabilitation of pipes by condition and impact from failure. Since implementation in 2016, 66,000 LF of pipe have been rehabilitated with CIPP.

SIPOA Properties. The purpose and business of SIPOA is to preserve the property values and the quality of life in the Seabrook Island Development. Many properties within the Seabrook Island Development have been deeded, leased or otherwise conveyed to or held in trust for the benefit of SIPOA or property owners. These properties include private roads, bridges, parks, playgrounds, open space, rights-of-way, and easements. A primary responsibility of SIPOA is to acquire, construct, manage, maintain, and care for these properties, including land, structures, systems and equipment, for the general benefit of the property owners.

Electricity. Berkeley Electric Cooperative is the non-profit electricity provider to Seabrook Island. The utility is the largest electric cooperative in South Carolina, and currently serves the needs of Seabrook Island from its Johns Island District Office located at 1135 Main Road..

As a non-profit, the primary Berkeley Electric Cooperative goal is to support the growth and economic development of the communities it serves. The utility provides consistent service on a daily basis and has continued to show improvement in response time to reported power outages. The utility plays an important role in the Town's Emergency Response and Recovery Plan, including communicating directly with the Town's emergency operations official regarding expected power outages and restoration. As a response to increased flooding and hurricane threats in recent years, the Town of Seabrook Island, SIPOA, and Berkeley Electric Cooperative have been working together to identify the necessary steps to improve the Town's emergency preparedness.

Solid Waste Disposal and Recycling. SIPOA contracts for waste collection and maintains the garbage and yard debris collection schedule for all single family and multi-family dwelling units within the association. Weekly curbside pickup of household garbage, recyclables and yard debris is available to single family homes. Back door service and centralized pickup of household garbage and recyclables is available to multi-family villas and condominiums.



Twelve times per year pick up of brown goods (larger household materials such as furniture and computers) and white goods (heavy consumer durables such as air conditioners and refrigerators) are scheduled for pickup for both single family homes and multi-family villas and condominiums.

Hazardous materials are accepted once a month at the SIPOA Maintenance Facility located at 2902B Seabrook Island Road. A garbage compactor is also available at this facility for the convenience of property owners and tenants. In addition, Charleston County staffs a recycling convenience center and drop site at 1558 Liberia Road on Wadmalaw Island. This convenience center accepts a wide range of trash, yard debris and recyclables, and is available to all residents of Charleston County.

In June 2018, the Town awarded a debris management services contract with the Tennessee-based civil contractor Phillips & Jordan to provide timely debris clean up following natural disasters. This is a standby contract, and potential services will include clearing debris from roads and rights-of-way, debris clean-up, separation, removal, processing, and disposal, sand/soil/mud removal from roads and rights-of-way, temporary office space for Town functions, project management assistance, and other services as directed by the Town to eliminate immediate threats to public health and safety and/or threats of significant damage to public or private property.

TetraTech, under a separate contract, will provide the on-call debris removal monitoring services. The services provided by TetraTech are independent of Phillips & Jordan, and this independent monitoring activity is a requirement for Federal Emergency Management Agency (FEMA) financial reimbursement for all emergency and major disaster declarations. A similar contract arrangement is in place between Phillips & Jordan and SIPOA with regard to debris clean-up.

Communication. Seabrook Island has two main wired providers: XFINITY from Comcast and AT&T (BellSouth) Internet. Both of

these companies provide residential internet access that covers most areas of Seabrook Island. Comcast Cable and AT&T (BellSouth) have non-exclusive franchise agreements with the Town, and the Town collects a franchise fee for cable and internet services associated with each. HughesNet is an additional residential internet provider. There are five mobile internet providers on Seabrook Island: AT&T Wireless, Sprint, Verizon Wireless, Cricket, and T-Mobile.

Public Safety and Security

The Town does not operate its own police or security force. There are three entities that provide security and law enforcement in some capacity for the community: The Charleston County Sheriff's Department, private security contracted by SIPOA, and beach patrol contracted by the Town.

Charleston County Sheriff's Department.

The Charleston County Sheriff's Department provides investigative support, and the Town is within the department's West Patrol District. The department responds to 911 calls, detects and apprehends offenders, responds to the law enforcement needs and expectations of the Seabrook Island community, and actively patrols beyond the security gate on Seabrook Island. They also conduct traffic enforcement behind the gate, when available. Security inside the gates is also provided by a security firm privately contracted by SIPOA.



Additional Charleston County Contracted Services. The Town also contracts with Charleston County for other public safety and security services. These services include building permitting and code inspections, roads and drainage (outside the gates), and mosquito control. In addition, the South Carolina Department of



Health and Environmental Control (SCDHEC) is responsible for issuing water and coastal permits as well as stormwater permits.

SIPOA Security. As stated in the SIPOA Protective Covenants, one primary purpose of the association is to protect property values and quality of life in the Seabrook Island development by “providing for the health, safety, security and welfare of property owners.” The SIPOA Rules and Regulations, which are based on the protective covenants, state that “security is authorized to observe and take reasonable steps to prevent trespass, property damage, personal injury, theft, vandalism, nuisance, disturbance, or failure to adhere to these Rules and Regulations.” As of October, 2023, SIPOA has contracted with the private security firm Bohling Protective Services to provide these patrol and security services.

The security firm ensures 24-hour security by staffing the security gate and maintaining continuous patrol behind the gate in three daily 8-hour shifts. The security gate serves as the only land-based entrance point onto the Seabrook Island Development, and provides two lanes of access. The “barcode lane” provides access to those property owners, contractors, and other authorized individuals who have been issued a barcode that is automatically scanned to activate the security gate traffic control arm. The “visitor lane” requires a higher level of scrutiny, where visitors with valid gate passes are waved through, while those without gate passes are verified for access utilizing the gates computer software system or by security directly contacting the “sponsors” identified by the visitor.

State law empowers private security officers to make arrests for observed offenses on the property they are protecting for violations of State Laws. Violators of State Laws within the SID are subject to arrest and detention until turned over to Charleston County law enforcement officers. Security may also issue citations for any violation of the SIPOA Rules and Regulations. These citations can be in the form of a warning notice, or for some initial and repeated violations, may result in a monetary assessment ranging from \$50

to \$1,000. Security officers can cite an individual for violating a wide range of rules and regulations, including traffic and vehicle rules, use of SIPOA Amenities, environmental protections, property maintenance and code of conduct standards.



Seabrook Island Beach Patrol
Photo Source: Sue Holloman, Tidelines, June 2018.

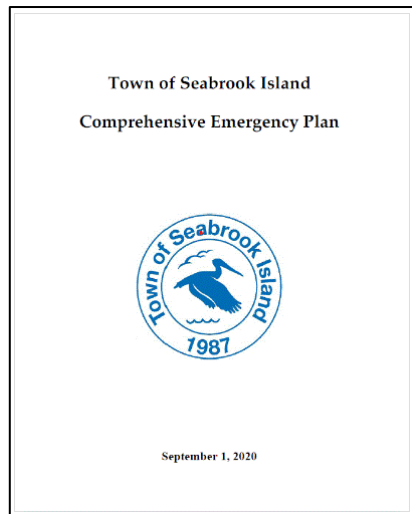
Seabrook Island Beach Patrol. The Town contracts with Island Beach Services, LLC, to provide beach patrol on Seabrook Island. This company retains trained professionals who have been commissioned as Seabrook Island code enforcement officers. They are responsible for keeping beachgoers safe and enforcing town ordinances and leash laws. In 2024, the patrol season extended from April 1 to September 30. Historically this contract has been partially funded through the Accommodations Tax, and the company provides Town Hall with monthly status reports. Seabrook Island Public Safety Committee. The Town maintains a Public Safety Committee as a standing committee consisting of one councilmember serving as the Town’s Public Safety Official, plus



additional at-large members to be determined by the assigned councilmember and approved by the town council. The Public Safety Committee meets monthly and reports to Town Council. A primary role of the committee is to periodically review the Town's Comprehensive Emergency Plan and make recommendations to Town Council for updates and improvements to the Plan. Additional information regarding emergency preparedness and the Town's Comprehensive Emergency Plan is provided later in this chapter.

Emergency Response - Fire and EMS

St. Johns Fire District. The South Carolina Legislative Act 369 created the St. Johns Fire District in April of 1959. The District is



comprised of four barrier islands (Johns, Kiawah, Seabrook and Wadmalaw) covering a land mass of approximately 185 square miles. The district has seven fully staffed fire stations including Fire Station 2, located on Seabrook Island at 3025 Captain Sam's Road. The St. Johns Fire District is governed by a nine-member commission which is appointed by the Governor based on recommendations by the mayor and confirmed by Charleston County Council. Seabrook Island has representation on this

commission, which participates in monthly commission meetings and other functions as necessary. The District is seeking international accreditation and has a five-year strategic planning process.

The Seabrook Island Fire Station maintains Ladder 702, a 2013 Pierce Impel 75 foot aluminum ladder truck housed at the fire station, and Marine 701, a 2023 Metal Shark Marine Fire Brand 40

foot fire boat, housed at the Bohicket Marina. In responding to emergency calls on Seabrook Island, the crew for Ladder 702 consists of an engineer (driver), two firefighters, and a captain. Approximately 80 percent of these calls are medical related, and at least one member of the responding crew is EMT Certified. The St. Johns fire boat is under the operation of the Seabrook fire station and works closely with the Coast Guard to respond to rescue or fire events on marine craft. All members of the Seabrook personnel are qualified marine team members and able to operate the fire boat. The Fire District is a part of the greater Charleston area automatic aid agreement which has seven departments that provide automatic aid to each other depending on the nature and severity of an incident.

The Seabrook fire station is manned 24 hours a day, seven days a week, and 365 days a year. Each fire personnel are required to become EMT-Basic level providers. The District is working towards an advanced level of EMS care. In addition, each crew member has basic cardiac and trauma training and experience with AEDs (automated external defibrillators), EpiPen® and NARCAN®.

In April 2024, at the recommendation of the Special Committee on ARPA Expenditures, the Town of Seabrook Island Town Council voted to donate \$400,000.00 of ARPA funds to the St. Johns Fire District for the purchase of a high-water rescue vehicle. This high-water rescue vehicle will be stored at the Seabrook Island Fire Station and is intended to primarily serve the Town of Seabrook Island.

Charleston County Emergency Medical Services (EMS). The Charleston County EMS Department is responsible for the provision of EMS throughout Charleston County, which includes the Town of Seabrook Island. In 2023, the system responded to approximately 68,000 9-1-1 calls for service countywide. Services are provided from 271 full time and 30 part time employees, a deployed fleet of more than 24 ambulances, and deployed seven paramedic staffed quick response vehicles. Calls for emergency medical services for Seabrook Island are typically dispatched from



the Charleston County EMS Medic Station 10, located at 4305 Betsy Kerrison Parkway, and staffed by Medic 35, a dedicated advanced life support ambulance for lower John's Island. Charleston County anticipates making Medic 50, which is currently staffed 68% of the time as an overtime unit, a full time assignment, adding a dedicated unit for Wadmalaw, and adding two more "zone units" to aid in responses for the south end of Charleston County in 2024.

Charleston County EMS has grown the ambulance fleet from 31 to 56 since 2015, and more than doubled its operational budget during the same time period. As a result, Charleston County EMS continues to improve pre-hospital care and promptness. All response units feature Automatic Vehicle Location (AVL) equipment, a GPS-based system that allows the Charleston County Consolidated Dispatch Center to dispatch the closest available units to any incident. This equipment includes an integrated application for both navigation and routing. The Charleston County EMS Department has been acknowledged as a leader in the provision of pre-hospital emergency care, receiving the South Carolina's "Large EMS System of the Year" for 2023 and national attention for innovation in hiring Australian Paramedics.

Consolidated 911 Center. Based on requests of public safety/community leaders and recognizing response delays inherent in having multiple 9-1-1 call taking and dispatching operations in the County, the Charleston County Consolidated 911 Center was formed through an Intergovernmental Agreement authorized by County Council. The Consolidated 9-1-1 Center is a 38,000 square foot facility housed together with the County's Emergency Operations Center (EOC), and currently had a total call volume of 770,134 calls per year in 2023. The center dispatches for nearly twenty agencies, including the following agencies that respond to emergencies on Seabrook Island:

- Charleston County Sheriff's Office;
- Charleston County Emergency Medical Services;
- Charleston County Volunteer Rescue Squad; and

- St. Johns Fire District.

AirMedCare Services. The Town of Seabrook Island has contracted with AirMedCare to provide air ambulance services to its residents. According to the agreement, for a nominal annual cost to the Town, AirMedCare agrees to accept as full payment whatever a resident's medical insurer allows as payment for air transport. Air ambulances most commonly carry patients with traumatic injuries, pregnancy complications, heart attacks, strokes and respiratory distress. On-scene doctors, firefighters or paramedics must make the call on whether air transport is medically necessary.

Emergency Preparedness

The Comprehensive Emergency Plan. The Town maintains and periodically updates a Comprehensive Emergency Plan. This plan, most recently updated in September of 2020, provides strategies and fundamental elements of response and recovery originally prepared through a series of planning meetings with the Mayor, Town Council, Town Administrator, SIC, and others as necessary. The Town's Public Safety Official, along with other members of the Public Safety Committee, take ownership, maintain and test the plan.

This plan addresses the responsibilities of the Town's personnel, elected and appointed officials, and services provided to its residents. However, as stated in the plan, "this plan does not attempt to address the individual responsibilities and preparations required by the Town's residents or other entities, such as SIPOA, SIC, or the Camp. Those organizations are responsible for their own plans and efforts." While this language clarifies the intended scope of the Town's Comprehensive Emergency Plan, it clearly understates the important work of Seabrook Island's Disaster Recovery Council. This Council's membership includes representatives from Town government, SIPOA, SIC, SIUC, the Camp, the St. Johns Fire District Commissioner, and the Community Emergency Response Team (CERT). The Disaster Recovery Council has worked cooperatively for several years to test



and improve the Town’s Comprehensive Emergency Plan. The council’s primary function is to provide an overview of recovery following an emergency. They also focus on improving disaster recovery by conducting training scenarios twice per year and holding “lessons learned” meetings following all emergency recoveries.

The Comprehensive Emergency Plan includes a detailed risk assessment, a business impact analysis, a thorough description of the Town’s responsibilities during emergency operations, and detailed reference information that ranges from emergency role assignments and Town Hall shut down procedures, to templates used to communicate with the community. The Plan also includes each of the emergency response memoranda of understanding (MOUs) created between the Town and entities represented on the Disaster Recovery Council. There are various threat-specific plans included in the Comprehensive Emergency Plan, including an Emergency Response and Recovery Plan, Hurricane Plan, Earthquake Plan, Tsunami Plan, and Pandemic Plan. The Town also follows the County’s Hazard Mitigation Plan. The Comprehensive Emergency Plan is available for download from the Town website.

The Emergency Preparedness Webpage. The homepage of the Town’s website provides a direct link to the Town’s Emergency Preparedness webpage, which is specifically designed to provide emergency preparedness information for the Seabrook Island community. Emergency readiness information available from this webpage includes the specific steps the Town encourages all community members to take to prepare themselves for threats from various disaster events, including preparing personal emergency supply kits and evacuation plans, how to sign up for the CodeRED community alert system, and the available emergency response-related volunteer opportunities.

The Community Emergency Response Team (CERT). The CERT is comprised of volunteers willing and trained to render first

response assistance. Volunteers are trained in basic disaster response skills, such as fire safety, light search and rescue, team organization, and first response aid for injured persons. This team of volunteers play a critical role in the Town’s emergency response preparedness, as CERT members are ready to deploy following an event when professional responders are not immediately available to help. **Private Recreational Facilities**

Many of the community facilities on Seabrook Island providing



Emergency Plan Homepage

<https://www.townofseabrookisland.org/emergency-plan.html>

recreational amenities to Seabrook Island residents are maintained and operated by either SIPOA or SIC. These types of facilities include two beaches (Atlantic Ocean Beach and Edisto River Beach), community pools, golf, tennis, soccer, volleyball courts, basketball courts, equestrian activities, walking trails, bike paths, a small boat ramp for canoes and kayaks, a fishing and crabbing dock, an observation tower, a children’s playground, and recreation centers. As a resort community, these recreational amenities play an important role in the culture of Seabrook Island. In recognition of this, the detailed description of recreation-related community facilities is addressed in the Cultural Resources Element of this Comprehensive Plan Review.



Off-Island Community Facilities

In addition to Charleston County Sheriff and EMS, there are other community facilities located off Seabrook Island that provide services available to its residents. These include educational facilities, library facilities, and public parks and recreation facilities.

Educational Facilities. Charleston County School District (CCSD) is divided into eight constituent districts educating a combined total of nearly 50,000 students in 54 elementary schools, 30 middle schools, 23 high schools, including charter and alternative schools. All of Seabrook Island is within Constituent District 9, and the home school options for elementary, middle and high school are all located on Johns Island:

- *Mt. Zion Elementary School*, located at 3464 River Road and serving Child Development/Pre-Kindergarten through 5th grade.
- *Edith Frierson Montessori*, located at 6133 Maybank Highway serves 3K through 6th grade.
- *Haut Gap Middle School*, located at 1861 Bohicket Road and serving 6th through 8th grade. This school also serves as a partial magnet school with a focus on academic studies in English and the STEM (Science, Technology, Engineering and Mathematics) Program.
- *St. John's High School*, located at 1518 Main Road, and serving 9th through 12th grade.

There are also private education facilities (K-12) available to Seabrook Island residents. Private educational facilities are not regulated by the South Carolina Department of Education or by the Charleston County School District. Of the 47 private schools in Charleston County educating 8,844 students, 69 percent of the schools are religiously affiliated. Sixteen of the private schools in Charleston County meet the accreditation criteria of The South Carolina Independent School Association (SCISA), including the Charleston Collegiate School located on Johns Island and serving Pre-school through 12th grade.

There are more than 25 institutions of higher learning in the Charleston region, including five schools with enrollments in excess of 1,000 students:

- *Trident Technical College* – a public school offering 2- and 4-year specialized programs with a current enrollment of over 14,000 full-time and part-time students;
- *The College of Charleston* – a public school offering liberal arts education, 7 programs of study and 17 masters programs with a current enrollment of almost 10,000 undergraduate students and 1,500 graduate students.
- *The Citadel* – a public school offering study under a classical military system consisting of nearly 3,000 students and 19 programs of study, civilian evening graduate and undergraduate classes are available as well;
- *Charleston Southern University* – a private school offering 33 majors as well as masters programs in business administration, criminal justice and education with a current enrollment of 2,720 students; and
- *Medical University of South Carolina* – providing medical degrees to nearly 3,000 students through the Colleges of Dental Medicine, Medicine, Graduate Studies, Health Professions, Nursing, and Pharmacy.

Many of these institutions, including Trident Technical College, the College of Charleston and The Citadel, provide Continuing Education (noncredit) programs and courses across an array of fields and disciplines. While some of these courses lead to nationally recognized professional certificates, others are designed to challenge and stimulate lifelong learners. Under broad topics such as healthcare, personal enrichment, and computer information and technology, there are local continuing education classes such as CPR and First Aid, Floral and Interior Design, and Digital Photography.

Library Facilities. The Charleston County Public Library (CCPL) is an independent authority component of Charleston County



Government that was established by the State of South Carolina Legislature to provide library services to the residents of Charleston County. A County Council-appointed Board of Trustees directs library activities, and CCPL currently provides resources for every age group, from infants to retirees, at 18 branch locations and through outreach and online services. Library branches serve the informational, educational, cultural and recreational needs of the community in which they are located.

The closest CCPL branch library is the John's Island Regional Library located at 3531 Maybank Highway. The 16,000 square foot library was opened in 2004 and renovated in 2021. The facility provides an auditorium, a conference room, a multi-use room, and designated areas for children and teens. The collections are comprised of nearly 92,000 volumes, DVDs, videos, books on CD and music on CD. Approximately 40 computers serve the communities of John's Island, Kiawah, Seabrook and Wadmalaw. However, the most convenient library available to Seabrook Island property owners and their guests is the lending library located on Seabrook Island at The Lake House. This wonderful resource has continued to grow over the years thanks to generous donations from the Seabrook Island community.

Public Parks and Recreation. As stated earlier in this chapter, there are many private recreational amenities on Seabrook Island maintained and operated by either SIPOA or SIC, and these amenities are described in detail in the Cultural Resources Element of this Comprehensive Plan. Residents of Seabrook Island also have convenient access to a beach park and regional park provided through the Charleston County Parks & Recreation Commission (CCPRC)

The CCPRC is set up as a special purpose district, meaning it is a separate local governmental entity rather than a department or division of Charleston County Government, nor the State of South Carolina. The CCPRC features over 11,000 acres of property and includes four regional parks, three beach parks, four seasonally-

lifeguarded beach areas, three dog parks, two landmark fishing piers, three waterparks, a historic plantation site, 19 boat landings, a skate park, a climbing wall, a challenge course, an interpretive center, an equestrian center, vacation cottages, a campground, a marina, as well as wedding, meeting, and event facilities. The park system also offers a wide variety of recreational services including festivals, camps, classes, programs, volunteer opportunities, and more. The two parks within the system that are closest to Seabrook Island are Kiawah Beachwalker Park located at 8 Beachwalker Drive, and the Johns Island County Park, which includes the Mullett Hall Equestrian Center.

Kiawah Beachwalker Park, located on the west end of Kiawah Island, offers ocean frontage and a river view, along with the only public beach access on Kiawah Island. The park is operated through a cooperative agreement between Kiawah Development Partners, Charleston County Council, and the Charleston County Park & Recreation Commission. Year-round amenities include a dressing area, vending machines, picnic areas with grills, restrooms, a boardwalk, and accessible ramp for people with disabilities. During summer months, amenities are expanded to include beach chair and umbrella rentals, lifeguards, outdoor showers, and a snack bar. The park's public safety access, parking and erosion issues are currently being evaluated, and one capital project identified for the park is the replacement of the existing boardwalk.

The 738-acre Johns Island County Park offers miles of wooded trails for equestrians, walkers, and runners, serves as host site for competitive horse shows at its Mullett Hall Equestrian Center, has a dog park, and offers a six-target archery range and 20-target 3-D course. The park also serves as a venue for weddings, animal exhibitions/shows, festivals, craft shows, and car expositions. Long term plans for the park are to increase its appeal as a regional park by increasing popular amenities to include more accessible open space picnic areas, disc golf, and further investment in a master plan update.



7.3: COMMUNITY FACILITIES ELEMENT GOAL

Element Goal

Coordinate and cooperate with public and private Seabrook Island entities to ensure the well-being of property owners and visitors through the provision of superior community facilities, the assurance of high quality emergency preparedness, and the promise of a safe and secure island community.

Community Facilities Element Needs:

- Cooperate and coordinate with private and public organizations on Seabrook Island for the provision of essential community services and facilities;
- Ensure the health and safety of Seabrook Island residents and visitors through a continuation of the Town's efforts to prepare for future emergency and disaster events;
- Cooperate with SIPOA and SIC to identify and achieve identified community goals;
- Work cooperatively with SIPOA and other entities to continue to ensure quality and dependable security for residents, non-resident property owners and visitors; and
- With Town Hall at functional capacity, there is a need for increased administrative space to allow for the expansion of Town services.

7.4: COMMUNITY FACILITIES ELEMENT STRATEGIES AND TIMEFRAMES

The Town should undertake the following strategic actions in support of the Vision and Goals of this Plan. These implementation

strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

1. Continue to coordinate with public and private organizations for the provision of essential community services.
2. Continue to monitor, sustain and revise as necessary, all emergency preparedness plans, and communicate such plans to property owner and visitor populations.
3. Begin the process of the 2025 rewrite of the Town's Comprehensive Emergency Plan.
4. Maintain professional development and training for Town Council, boards, committees and staff.
5. Continue to work cooperatively with all public and private organizations in seeking funding opportunities to improve and expand public and private facilities and services.
6. Continue collaboration with Charleston County Emergency Medical Services and St. Johns Fire District emergency personnel to ensure Town residents are serviced efficiently.
7. Collaborate with neighbors to facilitate the development of an emergency room and medical offices to serve the Seabrook Island community and surrounding areas.
8. Continue to encourage alternative energy sources where appropriate.
9. Continue to evaluate and improve as needed the accessibility for people with disabilities to all public access facilities in the Town.
10. Continue to work with Charleston County to improve efficiency and coordination of services provided to the Town.
11. Work in coordination with SIUC to gain a better understanding of the existing legal commitments associated



with extending utilities to areas outside the Town's jurisdiction.



PRIORITY INVESTMENT ELEMENT

Element Goal

Ensure adequate facilities and infrastructure is available and properly maintained in order to meet the needs of the Town and its property owners and visitors.

11.1: OVERVIEW

On May 23, 2007 the General Assembly adopted the Priority Investment Act requiring Planning Commissions to incorporate priority investment analysis in the comprehensive planning process. The Act called for Comprehensive Plans to include a new Priority Investment Element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years and recommends projects for expenditure of those funds during that time period for needed public infrastructure and facilities such as water, sewer, and roads.

The Priority Investment Element should evaluate the need for public infrastructure, estimate the cost of improvements for which the local government has fiscal responsibility, analyze the fiscal capability of the local government to finance these improvements, adopt policies to guide the funding of improvements, and schedule the funding and construction of improvements when required based on available funding and needs identified in the other comprehensive plan elements. When relevant, the recommendation of projects for public expenditure should be coordinated with SIPOA, SIUC, SIC, the Camp, Charleston County, Town of Kiawah Island, school districts, other public and private utilities, transportation agencies, and other public entities that may be affected by or have planning authority over the public project.

11.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Priority Investments

The purpose of this section of the Town's Comprehensive Plan Review is to focus investment on the priorities identified as critical to the sustainability of Seabrook Island. The goal is to coordinate prioritization, planning, and budgeting for these priorities over a ten-year period. The Town has identified the following areas as priorities for the community: hazard mitigation and emergency management, infrastructure, and beach management, and maintenance. The long-term investment requirements associated with each of these priority areas supports the development of a Capital Improvement Plan (CIP), as described later in the element.

Hazard Mitigation and Emergency Management

The Federal Emergency Management Agency (FEMA) defines *hazard mitigation* as any action taken to reduce or eliminate long-term risk to people and property from natural disasters. For the Seabrook Island community, hazard mitigation and emergency preparedness are addressed in several documents prepared under various entities.

At the regional level, Charleston County prepares the Charleston Regional Hazard Mitigation Plan, and the Town adopts this Plan by resolution. The Charleston Regional Hazard Mitigation Plan is developed and updated as a required element of Project Impact, an ongoing initiative sponsored by FEMA to assist local communities in the Region to become more disaster resistant through cooperative efforts of the private, public and non-profit sectors. The Plan demonstrates the community's commitment to reducing risks from hazards, and serves as a tool to help decision makers direct mitigation activities and resources. The Plan is also developed and updated to ensure Charleston County and participating partners' continued eligibility for certain federal disaster assistance. Maintenance of the Plan also earns points for the National Flood



Insurance Program's (NFIP's) Community Rating System (CRS), which provides for lower flood insurance premiums in CRS communities. As of 2021, the Town is ranked 16 out of the top 50 South Carolina NFIP Communities based on the total number of NFIP insurance policies-in-force.

The Town maintains a Comprehensive Emergency Plan with the stated objective of protecting human life and property, minimizing the disruption of the Town's services to its residents, and providing an effective framework to coordinate disaster response and recovery actions between Town officials and other agencies and organizations involved in the overall effort. The Town also maintains an Emergency Preparedness webpage that is continuously updated with vital information related to all aspects of mitigating and preparing for, responding to, and recovering from various disaster events. The Town, SIPOA, SIC, the Camp, and Bohicket Marina have each developed emergency response plans. Representatives of these organizations comprise a Disaster Recovery Council fostering coordination of emergency response actions, and these organizations have entered agreements for mutual aid and cooperation.

As an oceanfront community, the Town has an increased risk to hurricanes, flooding, and long-term impacts related to climate change. Identifying and prioritizing costs associated with the implementation of proposed projects to be undertaken or continued in the Charleston Regional Hazard Mitigation Plan and Town of Seabrook Island Comprehensive Emergency Plan should be a high priority for the Town. As referenced in the Natural Resources Element, the Town may consider consolidating all of the emergency preparedness efforts under one Community Resilience Plan that is periodically updated and identifies the potential impacts and appropriate mitigation efforts necessary to improve the community's resilience to hazards or changing conditions.

Infrastructure

Infrastructure refers to the physical structures or framework needed for the proper functioning of a community. It includes the construction and maintenance of roads, bridges, water, sewer and storm drain improvements, refuse disposal facilities, government buildings, and telecommunications. The three primary entities that assume these responsibilities for Seabrook Island residents and visitors are Town government, SIPOA and SIUC (in cooperation with Charleston Water System and St. Johns Island Water Company). The Town maintains infrastructure outside the gate, primarily associated with Seabrook Island Road and drainage, while SIPOA maintains most of the infrastructure behind the gate. The Town created SIUC with the primary responsibility of the commission being to oversee all drinking water distribution and wastewater treatment on Seabrook Island.

Town Infrastructure. The Town identifies, prioritizes, and appropriates funding for various capital projects, such as road drainage and facility improvements in its annual operating budget. The FY 2024 Town Budget includes funding to advance capital projects including permitting of the Seabrook Island Road Elevation and Drainage Improvement Project, . The Town could benefit from the creation of a Capital Improvement Plan, which is a short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule, and identifies options for financing the plan.

SIPOA Infrastructure. The Seabrook Island Property Owners Association utilizes a periodically updated Replacement Reserve Study to guide its short- and long-term infrastructure responsibilities. The purpose of this Replacement Reserve Study is to provide SIPOA with an inventory of the common community facilities and infrastructure components that require periodic replacement, a schedule that includes the replacement year for these items (based on the items normal economic life), and an



effective financial plan to fund these replacements. The common community facilities and infrastructure components include:

- Asphalt drive and parking;
- Concrete sidewalks, curb, and gutter;
- Retaining walls, lagoons, and ponds;
- Storm drain system and bridges;
- Swimming pools and community buildings;
- Docks and boardwalks; and
- Tot lot and basketball court.

The Replacement Reserve Study, prepared and updated for SIPOA by the capital reserve consulting firm of MillerDodson Associates, consists of four primary sections:

Section A – Replacement Reserve Analysis. This section describes the current funding and the Cash Flow Method to calculate Replacement Reserve funding for the periodic replacement of the 486 Projected Replacements identified in the Replacement Reserve Inventory. Included in this section is the Cash Flow Method Table of Receipts and Expenditures extending forty years from base year 2018. For each year, the table provides the starting year balance, projected replacement costs, annual deposit, and end of year balance. Cumulative expenditures and cumulative receipts are also included in the table.

Section B – Replacement Reserve Inventory. This section identifies 540 inventory items, 486 of which are Projected Replacements and the periodic replacements of these items are scheduled for funding from Replacement Reserves. A total of 54 items are Excluded Items, and expenditures for these items are not scheduled for funding from Replacement Reserves.

The inventory items are divided into 35 major categories, with each category printed on a separate page. Examples of major categories include Boardwalks/Walkways, Asphalt/Pavement,

Gatehouse, and Pump Stations. Information for each of the items under the major categories includes item description, number of units, unit replacement cost, normal economic life, remaining economic life, and replacement cost (unit replacement cost multiplied by the number of units). For example, items under the Gatehouse major category include GH Roof and GH light fixtures.

Section C – Projected Annual Replacements. In this section, the 486 Projected Replacements in the Replacement Reserve Inventory whose replacement is scheduled to be funded from Replacement Reserves are broken down on a year-by-year basis. For example, Projected Replacement Year 2021 lists all of the items requiring replacement for that year, and a 2021 Total Scheduled Replacements Cost.

Section D – Condition Assessment. The final section of the Replacement Reserve Study includes general condition comments pertaining to the larger, more significant components in the Replacement Reserve Inventory and to those items that are unique or deserving of attention because of their condition or the manner in which they have been treated in the Replacement Reserve Analysis or Inventory.

SIUC Infrastructure. In 1995, the Town of Seabrook Island purchased the island's existing private water system, and soon afterward passed an ordinance to create the Seabrook Island Utility Commission. While the utility's infrastructure is described in detail in the Community Facilities Element. SIUC conducts periodic studies with outside engineering firms to assess its current facility condition as well as potential future additions that would be required to meet future growth in the areas SIUC serves. This study primarily impacts the sewer treatment part of the infrastructure as the water distribution system is only on Seabrook Island itself and little future expansion is possible. These studies are the basis of future



investment and also provide valuable input to the going forward impact SIUC charges new customers.

Beach Management and Maintenance

In 2019, the Town updated its Comprehensive Beach Management Plan. This Plan update was a joint effort including the Town leadership and staff, SIPOA, SIC, and the Camp. Specifics of the Comprehensive Beach Management Plan Update are described in detail in the Natural Resources Element of this document. It is important to note that Federal, State, and Local public and private agencies all maintain a level of authority and responsibility for Seabrook Island Beach Management.

Management of the beaches include expensive items such as periodic beach renourishment and maintenance of the stormwater system, as well as less expensive items such as maintenance of public access points, engaging the beach patrol, and the purchase and maintenance of bike racks, trash cans, signage, etc. The costs associated with the beach and adjacent facilities are shared among several entities, however the Town and SIPOA provide the bulk of funding, contracting, and associated tasks. Both the Town and SIPOA include items associated with beach management and maintenance in their respective annual budgets.

While the Town includes General Fund and Reserve Fund expenditures for items such as beach signs and markers, beach patrol services, beach maintenance, and funding for the five-year update to the Comprehensive Beach Management Plan, SIPOA assumes a much larger role financially. The SIPOA Comprehensive Plan embraces the major planning assumption that local sea level will continue to rise, and identifies, budgets, and includes long-term planning that addresses the associated ramifications. For example, specific application to SIPOA long term plans include new infrastructure, replacing/upgrading existing infrastructure (excluding roads), and raising/resurfacing roads and upgrading road drains. More importantly, the primary beach management tool

to combat ongoing and severe erosion of Seabrook Island beaches is the “soft engineering strategy” of periodic relocation of Cap’n Sam’s Inlet. It costs millions of dollars to monitor and periodically restore the beaches, and these activities are privately budgeted and paid for through SIPOA.

The Comprehensive Beach Management Plan is updated every five years. The next update is scheduled to be completed by the end of 2024.

Capital Improvement Plan (CIP)

The Town does not currently maintain a Capital Improvement Plan (CIP), however, included in this element is a strategy to establish and maintain such a plan. The objective of the CIP is to plan and coordinate the financial resources necessary to prioritize investment. Typically, the CIP covers a 10-year period and allows for the following:

- Facilitates coordination between capital needs and the operating budgets;
- Enhances the community's ability to obtain a credit rating in the future and avoid sudden changes in any potential future debt service requirements;
- Identifies the most economical means of financing capital projects;
- Increases opportunities for obtaining federal and state aid;
- Relates public facilities to other public and private development and redevelopment policies and plans;
- Focuses attention on community objectives and fiscal capacity;
- Keeps the public informed about future needs and projects;
- Allows local government to reduce duplication; and
- Encourages careful project planning and design to avoid costly mistakes and help a community reach desired goals.



A future CIP may be implemented by Town Council during the annual budget process and would involve the evaluation of as available funding sources in comparison to the estimated funding requirements for each priority. After adoption of a CIP, the Town may review the progress of the plan annually, make adjustments or modifications as needed, and incorporate recommendations from the Planning Commission as deemed appropriate.

While remaining mindful of risks associated with hurricanes and other natural disasters, and rising sea levels, and the associated need to maintain accessible cash reserves, the Town may also seek to invest funds in alternative investment strategies, provided the maturity date of such investments should coincide with the planned time frame for the construction or renovation of priority investments as outlined in the CIP. As such, the CIP will be a dynamic document that will chart the planning and funding for major capital projects or priorities within the community. Town Council should receive regular financial reporting for the CIP and discuss these findings in open session .

Coordination

One of the challenges to the implementation strategies included in this Comprehensive Plan Review is the required coordination and planning across jurisdictions and public/private partnerships. The coordination often involves federal, state and county resources and private entities including SIPOA, SIC, SIUC, and the Berkeley Electric Cooperative. The coordination involves aligning development plans of the various entities with those of the Town and identifying financial resources to ensure that common priorities are funded in a time frame to prevent detriment to the community.

Coordination also involves evaluation to prevent duplication of effort and the most effective use of resources. Further coordination should be allowed for public-private partnerships to accomplish similar goals to the extent that this is feasible. Lastly, the

coordination among these entities would seek to leverage financial support to maximize the benefit to the Seabrook Island community.

11.3: PRIORITY INVESTMENT ELEMENT GOAL

Element Goal

Ensure adequate facilities and infrastructure is available and properly maintained in order to meet the needs of the Town and its residents.

Priority Investment Element Needs

- Identify the actions and associated costs to mitigate the Town's exposure to all types of hazards.
- Introduce a fiscal management tool to coordinate the location, timing, and financing of capital improvements over a multi-year period.
- Improved financial and long-term planning coordination between the public and private entities critical to the sustainability of Seabrook Island.

11.4: PRIORITY INVESTMENT ELEMENT STRATEGIES AND TIMEFRAMES

The Town should undertake the following strategic actions in support of the Vision and Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

1. Continually identify the Town's exposure to all types of hazards, using the Charleston Regional Hazard Mitigation Plan as a baseline, and consider appropriate mitigation steps and associated resources or funding required;
2. Establish and maintain a Town Capital Improvement Plan; and



3. Continue to focus the Town's investment on the priorities identified as critical to the sustainability of Seabrook Island, including any potential issues related to sea level rise.

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



LAND USE ELEMENT

Element Goal

Maintain and enhance the existing residential and commercial character of the Town, and provide for compatible, appropriate, and high quality development and redevelopment.

9.1: OVERVIEW

A Land Use Element considers existing and future land use by categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped. Since Seabrook Island residents share a commitment to the natural environment and wildlife, land use in the Town is oriented toward residential, parks, open space, recreation, and limited commercial development to service residents and visitors. The incorporated boundaries of the Town also include a considerable amount of marsh and water features.

9.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Existing Land Use

Most of the land within the Town has been developed. The Housing Element notes that while there remains a limited number of undeveloped residential lots behind the entry gate, some of these have been identified as conservation lots that will never be built on, while others were purchased with the intent of leaving the property undeveloped. Outside of the entry gate and within Town limits there is a large undeveloped parcel currently identified on the Town's Zoning Map as multifamily residential R-TH, Residential Townhome, and there are a few undeveloped parcels within the unincorporated area of Charleston County that

could possibly be annexed into the Town and developed in the future.

Development Standards. Prior to the adoption of the current Development Standards Ordinance (DSO) and zoning map in July 2022, development within the Town had been characterized by large projects within Planned Development Districts (PDDs), pursuant to detailed Master Plans. In the Town's Development Standards Ordinance (DSO), states that its purpose is to 1. Guide development in accordance with existing and future needs; 2. Protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare; 3. Preserve the environmental character of the community; 4. Facilitate the timely and adequate provision of water, sewage disposal, other utility services, parks, and other public infrastructure; 5. Regulate the density and distribution of populations and the uses of buildings, structures, and land for trade, residence, recreation, and conservation; 6. secure safety from fire, flood and other dangers; and 7. Further the public welfare in any other regard specified by Town Council. ~~The Town acknowledges that this development pattern has successfully "produced a community of diverse types and densities of development, while maintaining natural resources, recreation opportunities and the high aesthetic quality of the Town." The DSO further notes that it is the intent of Town Council that further development of the Town shall occur within Planned Development Districts, pursuant to approved Master Plans meeting the standards set forth in the DSO. Development standards for PDDs are established during the PDD application process, and this process is further detailed in the Future Land Use section later in this element.~~

~~Where specific development standards for these land uses are not specifically identified in approved PDDs (referenced in Article 6 of the DSO), the development standards are provided explicitly in other articles of the DSO, including:~~



- ~~Article 7 – Lot and Building Requirements;~~
- ~~Article 8 – General Development Requirements;~~
- ~~Article 9 – Environmental Performance Standards;~~
- ~~Article 10 – Buffers, Landscaping, and Tree Protection;~~
- ~~Article 11 – Parking; and~~
- ~~Article 12 – Signs.~~

Zoning Map and Land Uses Zoning Districts. The Town’s official “Zoning Map” is included at the end of this Land Use Element (Figure 9.5). ~~With only few exceptions, this map reflects the existing land uses within the Town’s incorporated area, as opposed to these seven following 14 zoning districts (see Figure 9.1) identified in Article 5-3 of the DSO:~~

- ~~AGC – Agricultural – Conservation District;~~
- ~~AG – Agricultural – General District;~~
- ~~SR – Single-Family Residential District;~~
- ~~PDD – Planned Development District;~~
- ~~CRO – Commercial-Retail/Office District;~~
- ~~LI – Light Industrial-Service & Maintenance District; and~~
- ~~Government (Municipal Property District.~~

Figure 9.1
Zoning Districts

Category	Designation	District Name
Conservation / Recreation Districts	CP	Conservation
	AGR	Agricultural
	RC	Recreation
	CSC	Camp St. Christopher
Residential Districts	R-SF1	Large LOT SINGLE-FAMILY
	R-SF2	Medium LOT SINGLE-FAMILY
	R-SF3	Small LOT SINGLE-FAMILY
	R-CL	SINGLE-FAMILY Cluster
	R-TH	TOWNHOME
	R-MF	MULTI-FAMILY
Support Districts	LC	Limited Commercial
	CF	Community Facilities/Services
Mixed Use District	MU	Mixed Use
OVERLAY DISTRICT	SIR	Seabrook Island Road

Conservation District (CP) – This district is established for the purpose of protecting and conserving critical areas and wetlands, wildlife habitats, other sensitive environmental areas, and those areas otherwise encumbered by conservation easements. In addition, all areas within the corporate limits of the town lying seaward of the SCDHEC-OCRM critical line are included.

Agricultural District (AGR) – The purpose of this district is to provide for and protect traditional, low intensity agricultural, farming, and recreational activities, together with very low-density single-family residential development.

Recreation District (RC) – This district provides for designated active and passive leisure amenities, both public and private, that contribute to the enjoyment and relaxation of life on Seabrook Island.

Camp St. Christopher District (CSC) - This district is established to preserve the historically significant and environmentally sensitive property occupied by the non-profit camp and conference center and to support its continued operation. The district allows those uses that currently exist, along with others that may be added in support of the camp’s mission and are commonly associated with such facilities, but not including for-profit commercial uses.

Large Lot Single-Family (R-SF1) - This district is created to retain the character of established large-lot single-family neighborhoods and to provide a district that would allow for the creation of future estate-sized home sites. Other uses are also permitted that are compatible with and supportive of the character of the homes in this district.

Moderate Lot Single-Family (R-SF2) - It is the purpose of this district to encompass those early subdivisions that were developed prior to the incorporation of the town and to establish development standards based on the existing moderate density conditions that will minimize nonconformities to the extent practical. Other uses are also permitted that are compatible with, and supportive of, the character of the homes in this district.



Small Lot Single-Family (R-SF3) - This district is intended to support established development patterns of those existing subdivisions containing single-family homes on small lots and to reduce existing nonconformities to the extent practical.

Single-Family Cluster (R-CL) - This district is intended to accommodate single-family detached dwellings which are situated in a “cluster” style arrangement within a planned community, rather than on traditional single-family lots, and to provide greater flexibility for their improvement and expansion.

Townhome (R-TH) - This district is established specifically to accommodate townhome development at a reasonable density to afford an alternate form of residence within the community.

Multi-Family (R-MF) - This district is intended to support multi-family dwellings, including condominiums and apartments, at moderate density as another residential option within the community.

Community Facilities District (CF) - It is the purpose of this district to provide suitable locations for those facilities that generally comprise the public and quasi-public infrastructure for the community.

Limited Commercial District (LC) - This district is intended to provide a concentrated location for various businesses of a type, scale, and character that are in harmony with the residential nature of the Seabrook Island community and support the daily needs of its residents and visitors.

Mixed Use District (MU) - This district is established for the purpose of offering a tool that permits a combination of residential and non-residential uses within a cohesive integrated development. A variety of housing types is encouraged at moderate densities, along with complementary office, retail, and service uses in scale with the character of the district and surrounding area. Size limits are imposed to ensure that nonresidential uses remain appropriate to the district intent.

Seabrook Island Road Overlay District (SIR) - As the only public right-of-way providing access to and from the town, it is essential that Seabrook Island Road be maintained as a safe,

efficient, functional, and attractive corridor. This overlay district is established for that purpose. Regulations are established by this article to manage access to and from abutting properties, create an inviting and unified appearance along the corridor, protect the corridor’s prized natural features, promote alternate modes of transportation, and preserve the value of abutting properties

There is not a distinct correlation between the land uses identified on the zoning map and the zoning districts identified in Article 5 of the DSO. In some instances, the land use identified on the zoning map is generalized, for example, the map identifies the land containing the municipal wastewater treatment facility

Figure 9.2
Land Distribution By Zoning District

Zoning	Acreage	Percentage
Agricultural	61.7	3%
Camp St. Christopher	227.6	10%
Community Facilities	37.5	2%
Conservation	584.5	26%
Limited Commercial	15.1	1%
Mixed Use	46.8	2%
Recreation	373.1	17%
Residential - Multi-Family	46.1	2%
Residential - Single-Family (Cluster)	32.7	1%
Residential - Single-Family (Large Lot)	90.2	4%
Residential - Single-Family (Medium Lot)	580.3	26%
Residential - Single-Family (Small Lot)	50.1	2%
Residential - Townhome	75.8	3%
	2221.6	100%

as “Government Property”, a designation also shared by Town Hall. In other instances, the land use may correlate with a zoning district, however the use is governed by development standards



set forth in an approved planned development. A total of fifteen (15) land uses are shown on the zoning map:

- Agriculture;
- Agriculture – Camp (St Christopher);
- Agriculture – Conservation;
- Commercial;
- Cotton Island;
- Easements;
- Government Property;
- Multifamily Residential;
- Parks and Recreation;
- Pump Stations;
- Rights-of-Way;
- Single Family Residential; and
- 3 Water Features; River, Lake, Marsh/Wetlands/Beach.

Figure 9.2 shows the zoning districts, how much area each district occupies, and the percentage of land each district comprises. Figure 9.3 is a visual representation of the land area each district occupies in acres, showing that the Conservation (CP) and Residential Single-Family (Medium Lot) are the largest districts by land distribution. Note that the table and the pie chart only list the 13 zoning districts and do not include the Seabrook Island Road Overlay District (SIR). The land uses identified in Figures 9.1, 9.2, and 9.3 differ slightly from the zoning map in that easements, pump stations and right-of-way have been combined into the ROW & Easements land use category, and the three water features have been combined into the “Undevelopable” land use category.

The entire area within the Town’s boundaries totals approximately 4,766 acres (7.44 square miles) based on the Town’s Zoning Map. Figure 9.1 identifies the Town’s land use distribution as a percentage of the entire Town and as a percentage of developable land only. Figures 9.2 and 9.3

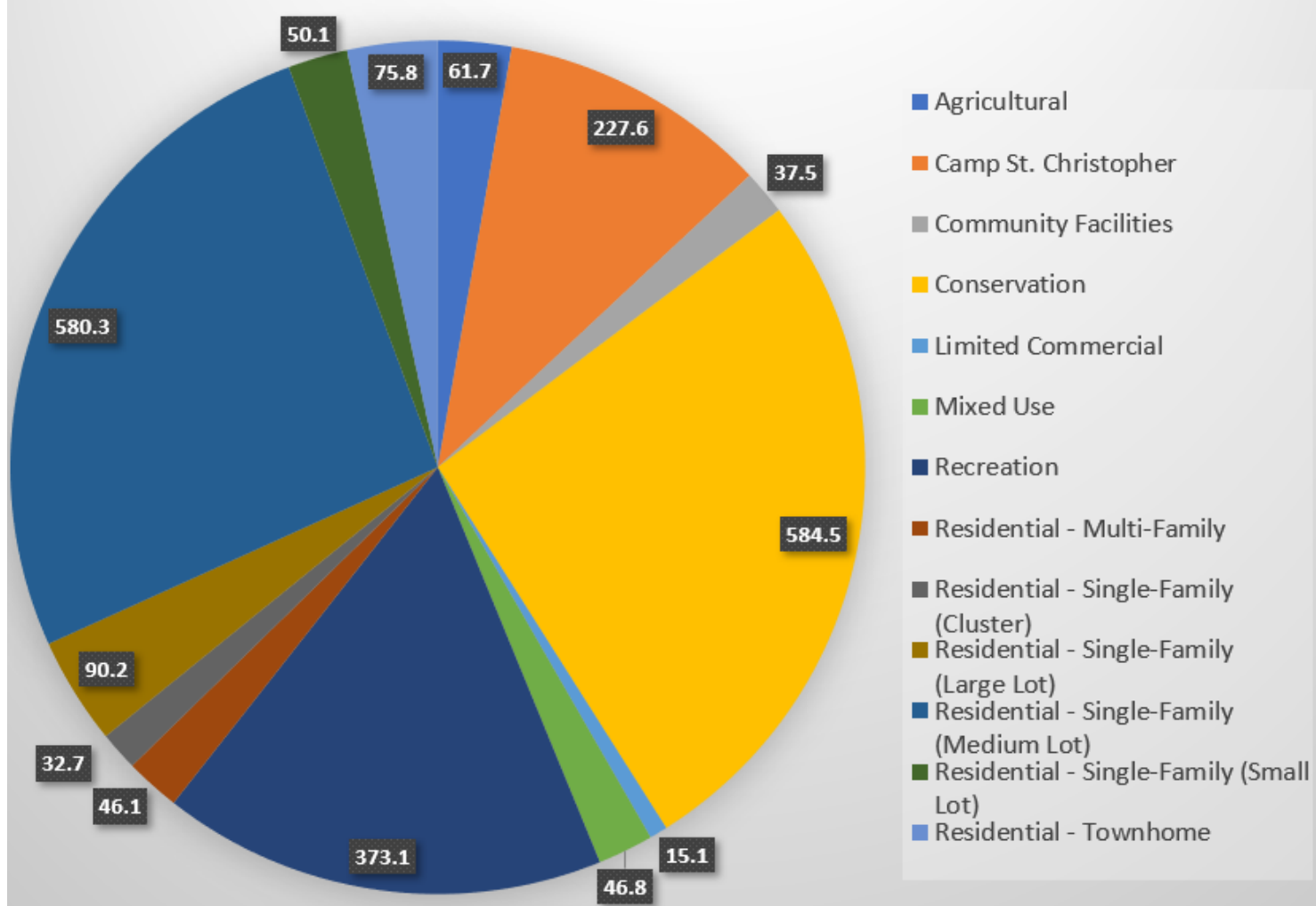
present the same data in a pie chart format. It should be noted that about 2,971 acres are identified as undevelopable. This means that 62% of the current Town Limits likely will never be developed as they are areas containing river, lake, marsh, wetlands, or beach/ocean land and water features. Also worth noting is that the land use identified as Cotton Island refers to a 3-acre island located just east of Horse Island in the extreme northwest quadrant of the Town. There are special conditions, allowable uses and permanent restrictions placed on Cotton Island by Town Ordinance 2003-09, dated November 18, 2003.

Zoning of Annexed Property

While the Town is not actively seeking property to annex, the Development Standards Ordinance (DSO) speaks to the procedure for zoning annexed property. Per Section 3.6 of the DSO, “When land is annexed into the Town, its zoning designation shall be as established by the annexation ordinance. In instances when the zoning designation of land annexed into the Town is not established by the annexation ordinance, it shall be zoned R-SF1 until or unless the Town Council takes action to classify it as another zone district.”



Figure 9.3
Incorporated Area By Zoning District (In Acres)



Source: Town of Seabrook Island Zoning Map, 2024



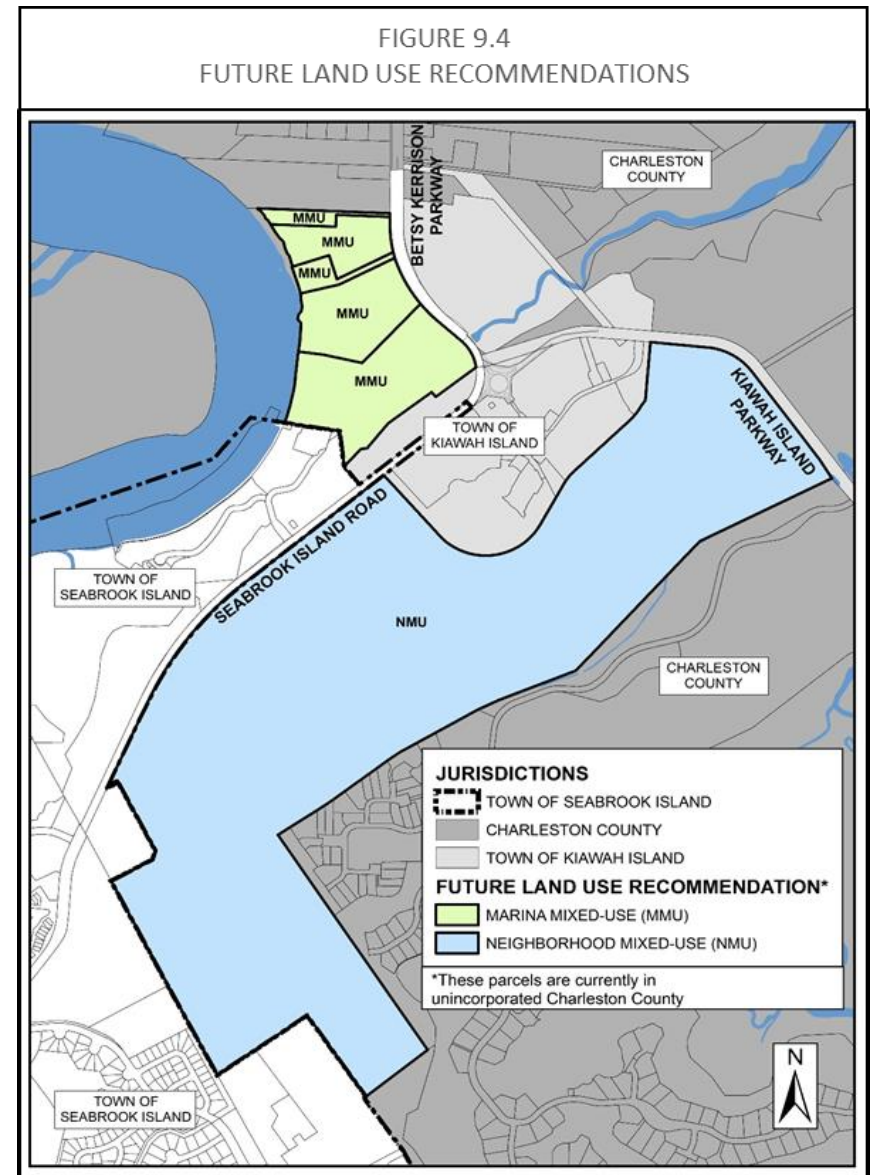
Future Land Use (within Town Limits)

The Town of Seabrook Island's Zoning Map (Figure 9.5) was adopted in 2022 and is an accurate representation of the Town's desired land use within town limits. The DSO requires as a mandatory procedure that any development of any site or area larger than five (5) acres must follow the PDD application process. This stipulation makes it likely that any future undeveloped land, including land that may be annexed into the Town, would be required to follow the PDD process. The DSO identifies that the intent of the PDD process is to provide a development procedure that has the following advantages:

- a) Allows creative approaches to the development of residential land;
- b) Accomplishes a more desirable environment than would otherwise be possible, by providing for a variety of housing types, designs and arrangements;
- c) Provides for an efficient use of land;
- d) Enhances the appearance of neighborhoods through the preservation of natural features and the provision of recreational and open space areas; and
- e) Provides an environment of stable character compatible with surrounding residential areas.

The PDD application process requires a detailed Master or Concept Development Plan that includes land uses and development standards. The specifications for each designated use area will be enumerated when the master plan is approved in accordance with DSO Article 20 - Amendments to the Ordinance and Map, Article 5.40.40 - PDD Permitted Uses, identifies the permitted uses within the PDD as:

- a) Single-Family Residential;
- b) Multi-Family Residential in those zoning districts that are shown as PD Districts on the Town's Official District Map as of the effective date of this Ordinance. Multi-Family Residential use shall not be permitted upon property that may come to be shown as being





~~within a PD District after the effective date of this Ordinance;~~

- ~~e) Retail Trade/Professional Services;~~
- ~~d) General Offices;~~
- ~~e) Recreational Facilities (Golf, Tennis, Swimming, Equestrian);~~
- ~~f) Park;~~
- ~~g) Municipal Services (Churches, Town Facilities, EMS, Heliport); and~~
- ~~h) Utility Services.~~

Future Land Use Recommendations (Outside Town Limits)

Several parcels of land adjacent, or in close proximity, to the Town could be annexed sometime in the future. It is in the Town's best interest to consider what type of development would best serve the needs of the community in the event that these properties were to be annexed. Two future land use recommendations for the extraterritorial parcels identified in Figure 9.4 provide guidance for future development in the event any or all of these properties are annexed:

Marina Mixed-Use (MMU) – The Marina Mixed Use designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. Light retail uses, including retail and office, will also be permitted. Though the primary use is intended to be commercial in nature, a limited number of multi-family residential units may also be permitted, and the mixture of residential and commercial uses may be horizontal and/or vertical. Given the proximity to sensitive environmental and ecological areas, development of land within the Marina Mixed Use

designation will require great care to minimize adverse impacts to the surrounding marine environment.

Neighborhood Mixed-Use – The Neighborhood Mixed Use designation is intended to accommodate mixed use development which is primarily residential in nature. Residential densities of up to four units per acre will be permitted. Future development is envisioned to be buffered from Seabrook Island Road; however, a limited amount of walkable, neighborhood-scale commercial development, including light retail, professional offices, restaurants and personal services, will be permitted in targeted locations. Given its size and location, this property will provide significant opportunities for greenspace preservation through cluster development. Future development of this property may significantly impact the town's existing transportation network; therefore, future access to/from Seabrook Island Road will require careful coordination between the Towns of Seabrook Island and Kiawah Island, the property owner and/or developer and the owner(s) of neighboring properties.

Land Use Summary

~~Many municipalities provide a Future Land Use Map and descriptive development standards in their comprehensive plan to regulate and guide future development and redevelopment in their jurisdiction. The Town, however, has had the opportunity to guide future development in a more orderly and controlled manner through the application of planned developments. Nearly all of the land uses and development standards guiding both the Town's built and natural environment are subject to approved planned developments.~~

~~Article 6 of the Town's DSO describes the currently approved planned developments, and includes the Governing Master~~



Plan and associated zoning and development standards by reference. The Town's quality of development, unique balance of natural and built environments, and reputation as both a great place to visit and live, are the result of a well-planned community guided by the planned development process. Future redevelopment and new development will be required to adhere to the same quality threshold, since redevelopment must conform to, or amend, previously approved planned developments, and new development (in excess of five acres) will be required to follow the well-defined planned development process. Development within the Town of Seabrook Island is regulated by the Town's Development Standards Ordinance and Zoning Map both of which were effective as of July 1, 2022. Per Article 1 of the DSO, the purpose of the ordinance is to:

- 1) guide development in accordance with existing and future needs;
- 2) protect, promote, and improve the public healthy, safety, morals, convenience, order, appearance, prosperity, and general welfare;
- 3) preserve the environmental character of the community;
- 4) facilitate the timely and adequate provision of water, sewage, disposal, other utility services, parks, and other public infrastructure;
- 5) regulate the density and distribution of populations and the uses of buildings, structures and lands for trade, residence, recreation, and conservation;
- 6) secure safety from fire, flood, and other dangers; and
- 7) further the public welfare in any other regard specified by Town Council.

The Town's DSO is based on the Comprehensive Plan for the Town which promotes safeguarding the character and unique resources of the community, while providing for a range of land uses in harmony with that character.

9.3: LAND USE ELEMENT GOAL

Element Goal

Maintain and enhance the existing residential and commercial character of the Town, and provide for compatible, appropriate, and high quality development and redevelopment.

Land Use Element Needs

- To maintain the Town's residential character and natural environment;
- Develop criteria and standards that encourage future development and redevelopment consistent with the Town's Vision Statement;
- Assure that continued development is accompanied or preceded by available services and community facilities;
- Zoning and development standards are enforced in a fair and consistent manner;
- Ensure the protection of sensitive and wildlife areas into the future; and
- Maintain and expand the Town's revenue opportunities.

9.4: LAND USE ELEMENT STRATEGIES AND TIMEFRAMES

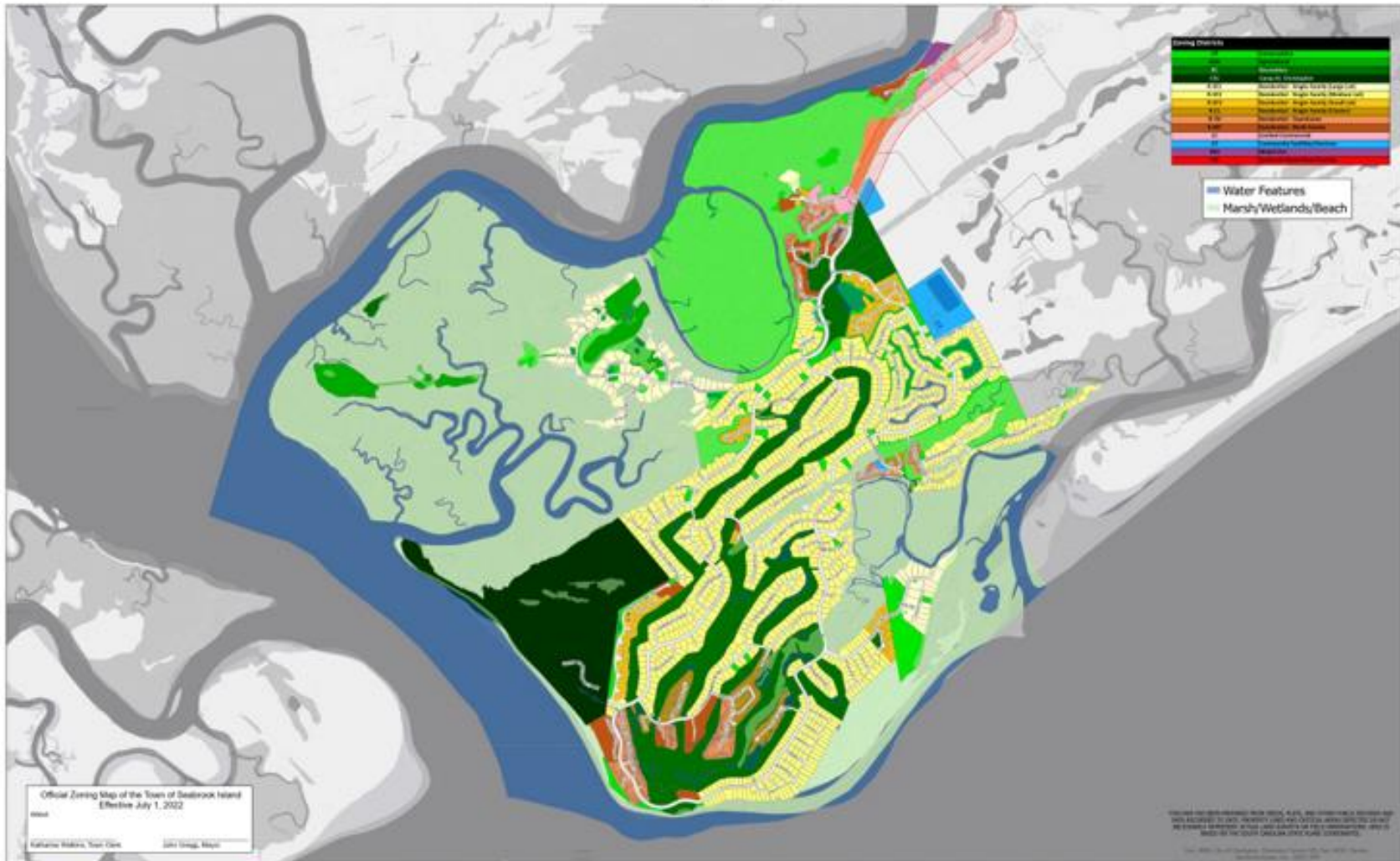
The Town should undertake the following strategic actions in support of the vision and goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.



1. Continue to Provide for high quality, orderly, controlled development and redevelopment.
2. Continue to Encourage expansion of conservation areas, parks, recreation, and open space.
- ~~3. Examine options available to the Town for phasing out Planned Development Districts (PDDs) and replacing with the underlying zoning district.~~
- 4.3. Prepare and adopt a Town Future Land Use Map that designates future land use recommendations for properties within Town Limits. As an example, the future land use designation of recreation or open space for current golf course parcels prevents such parcels from being redeveloped as a residential use in the future.
- 5.4. Apply future land use designations to extraterritorial properties eligible for annexation.
- 6.5. Work with the SIUC to require that all extraterritorial customers agree to be annexed or agree to sign an annexation covenant.
- ~~7. In order to ensure that such actions are not construed as "spot zoning", acknowledge and potentially codify the Town's land preservation and conservation policy of approving rezoning requests of certain properties to the Agriculture-Conservation (AGC) District. This strategy may require a revision to the current definition of the AGC District.~~
- 8.6. Continue to Explore the feasibility of targeted rezoning and annexation opportunities in locations that are conducive to economic development.

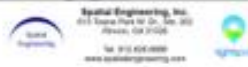


**Figure 9.5
Zoning Map**



Official Zoning Map of the Town of Seabrook Island
Effective July 1, 2022

Katherine Roberts, Town Clerk John Long, Mayor



Town of Seabrook Island Zoning Map
Effective Date: July 1, 2022





**Figure 9.6
Consolidated Schedule of Uses**

USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
ACCESSORY USEs													
ACCESSORY USEs and STRUCTUREs	P	P	P	P	P	P	P	P	P	P	P	P	P
Drive-in and drive-through facilities for automated teller machines, banks, pharmacies, and similar uses (not including DRIVE-THROUGH RESTAURANTs)											C		C
Outdoor display areas for RETAIL ESTABLISHMENTs											C		C
Outdoor seating at eating/drinking establishments											C		C
Outdoor storage facilities												C	C
Agriculture and Conservation													
Agriculture		P											
Bulkhead and EROSION control devices	P	P	P	P									P
Community gardens	P	P	P	P									P
Open space preserves such as WETLANDs and wildlife habitat refuge areas	P	P	P	P	P	P	P	P	P	P			P
Entertainment, Hospitality, and Leisure													
Boat docks, landings and launches		P										P	P
Classroom and lecture facilities				P							P		P
Community swimming pools			P									P	
Dormitories, cabins, and cafeterias for campers and conference attendees, not including for-profit HOTELS				P									
Equestrian facilities		P	P	P									
Establishments serving alcoholic beverages											C		C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
Fitness club/health spa		P	P									P	P
Golf course/country club, including ACCESSORY USEs such as MAINTENANCE facilities, pro shops, lounges, banquet facilities, and RESTAURANTs.		P	P										
Greenways, boardwalks, and non-motorized trails/pathways	P	P	P	P	P	P	P	P	P	P	P	P	P
Gymnasium and indoor recreation facilities		P	P	P							P	P	P
HOTELs											P		P
MARINA			C								C		C
Non-commercial community or neighborhood activity uses such as, park/playground, swimming pool, storage STRUCTUREs, and off-street parking					p	p	p	p	p	p		P	P
OPEN AIR RECREATION uses	C	C	C	C								P	P
RESTAURANTs (not including DRIVE-THROUGH facilities)											P		P
Office													
Banks, savings & loans, and similar financial institutions											P		P
Government offices			P								P	P	P
Medical, dental or chiropractic office, including clinics and/or laboratory											P		P
Offices, general and professional											P		P
Veterinary offices and clinics											C		
Residential													
ACCESSORY DWELLING UNITs		C			C	C							
DWELLINGs on upper floors above businesses													C
HOME OCCUPATIONs		C			C	C	C	C	C	C			C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
SHORT-TERM RENTAL UNITs		C			C	C	C	C	C	C			C
MULTI-FAMILY DWELLINGs										P			P
SINGLE-FAMILY DWELLINGs		P			P	P	P	P					P
TOWNHOMEs									P				P
TWO-FAMILY DWELLINGs									P				P
VACATION CLUB UNIT		C			C	C	C	C	C	C			C
RETAIL													
Establishments, not exceeding 5,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											P		P
Establishments larger than 5,000 square feet but not more than 10,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											C		C
Services													
Cemetery				P									
Helipad											C		
KENNELs											C		
Government facilities, including storage and MAINTENANCE facilities											P	P	P
PERSONAL SERVICES											P		P
Photographic studios											P		P
PLACES OF PUBLIC WORSHIP				P								P	P
RECREATIONAL VEHICLE storage											C	C	
UTILITY substation or subinstallation	C		C	C	C	C	C	C	C	C	C	C	C
Water or wastewater treatment facilities												C	
Wireless communication antennas or towers	C			C							C	C	C
Other													
Similar Uses	C	C	C	C	C	C	C	C	C	C	C	C	C

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



LAND USE ELEMENT

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9.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Existing Land Use

Most of the land within the Town has been developed. The Housing Element notes that while there remains a limited number of undeveloped residential lots behind the entry gate, some of these have been identified as conservation lots that will never be built on, while others were purchased with the intent of leaving the property undeveloped. Outside of the entry gate and within Town limits there is a large undeveloped parcel currently identified on the Town's Zoning Map as R-TH, Residential Townhome, and there are a few undeveloped parcels within the

unincorporated area of Charleston County that could possibly be annexed into the Town and developed in the future.

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Zoning Map and Zoning Districts. The Town's official "Zoning Map" is included at the end of this Land Use Element (Figure 9.5). This map reflects the following 14 zoning districts (see Figure 9.1) identified in Article 3 of the DSO:



Figure 9.1
Zoning Districts

Category	Designation	District Name
Conservation / Recreation Districts	CP	Conservation
	AGR	Agricultural
	RC	Recreation
	CSC	Camp St. Christopher
Residential Districts	R-SF1	Large LOT SINGLE-FAMILY
	R-SF2	Medium LOT SINGLE-FAMILY
	R-SF3	Small LOT SINGLE-FAMILY
	R-CL	SINGLE-FAMILY Cluster
	R-TH	TOWNHOME
	R-MF	MULTI-FAMILY
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	CF	Community Facilities/Services
Mixed Use District	MU	Mixed Use
OVERLAY DISTRICT	SIR	Seabrook Island Road

Conservation District (CP) – This district is established for the purpose of protecting and conserving critical areas and wetlands, wildlife habitats, other sensitive environmental areas, and those areas otherwise encumbered by conservation easements. In addition, all areas within the corporate limits of the town lying seaward of the SCDHEC-OCRM critical line are included.

Agricultural District (AGR) – The purpose of this district is to provide for and protect traditional, low intensity agricultural, farming, and recreational activities, together with very low-density single-family residential development.

Recreation District (RC) – This district provides for designated active and passive leisure amenities, both public and private, that contribute to the enjoyment and relaxation of life on Seabrook Island.

Camp St. Christopher District (CSC) - This district is established to preserve the historically significant and environmentally sensitive property occupied by the non-profit camp and conference center and to support its continued operation. The district allows those uses that currently exist, along with others that may be added in support of the camp's

mission and are commonly associated with such facilities, but not including for-profit commercial uses.

Large Lot Single-Family (R-SF1) - This district is created to retain the character of established large-lot single-family neighborhoods and to provide a district that would allow for the creation of future estate-sized home sites. Other uses are also permitted that are compatible with and supportive of the character of the homes in this district.

Moderate Lot Single-Family (R-SF2) - It is the purpose of this district to encompass those early subdivisions that were developed prior to the incorporation of the town and to establish development standards based on the existing moderate density conditions that will minimize nonconformities to the extent practical. Other uses are also permitted that are compatible with, and supportive of, the character of the homes in this district.

Small Lot Single-Family (R-SF3) - This district is intended to support established development patterns of those existing subdivisions containing single-family homes on small lots and to reduce existing nonconformities to the extent practical.

Single-Family Cluster (R-CL) - This district is intended to accommodate single-family detached dwellings which are situated in a "cluster" style arrangement within a planned community, rather than on traditional single-family lots, and to provide greater flexibility for their improvement and expansion.

Townhome (R-TH) - This district is established specifically to accommodate townhome development at a reasonable density to afford an alternate form of residence within the community.

Multi-Family (R-MF) - This district is intended to support multi-family dwellings, including condominiums and apartments, at moderate density as another residential option within the community.

Community Facilities District (CF) - It is the purpose of this district to provide suitable locations for those facilities that generally comprise the public and quasi-public infrastructure for the community.



Limited Commercial District (LC) - This district is intended to provide a concentrated location for various businesses of a type, scale, and character that are in harmony with the residential nature of the Seabrook Island community and support the daily needs of its residents and visitors.

Mixed Use District (MU) - This district is established for the purpose of offering a tool that permits a combination of residential and non-residential uses within a cohesive integrated development. A variety of housing types is encouraged at moderate densities, along with complementary office, retail, and service uses in scale with the character of the district and surrounding area. Size limits are imposed to ensure that nonresidential uses remain appropriate to the district intent.

Seabrook Island Road Overlay District (SIR) - As the only public right-of-way providing access to and from the town, it is essential that Seabrook Island Road be maintained as a safe, efficient, functional, and attractive corridor. This overlay district is established for that purpose. Regulations are established by this article to manage access to and from abutting properties, create an inviting and unified appearance along the corridor, protect the corridor's prized natural features, promote alternate modes of transportation, and preserve the value of abutting properties

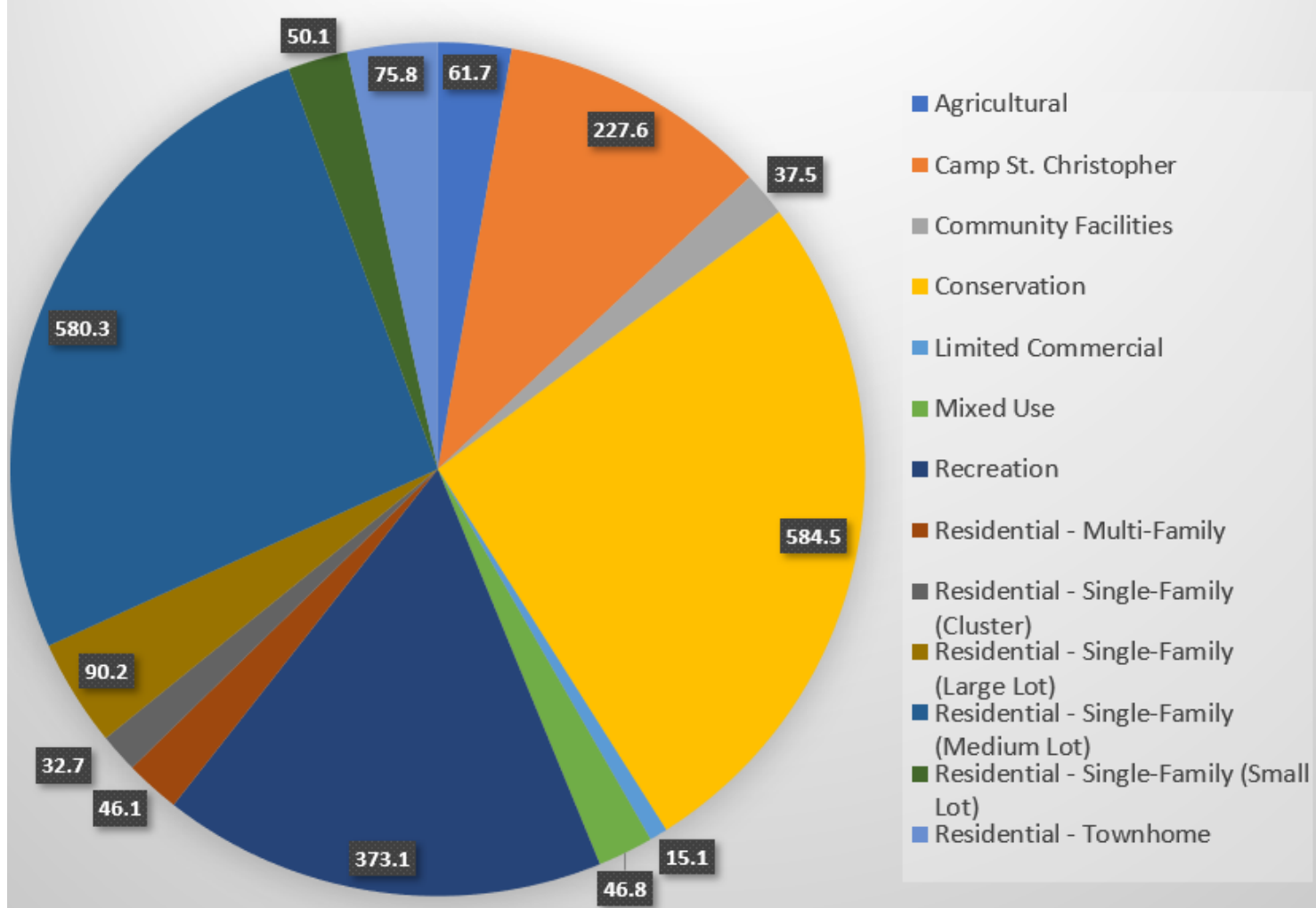
Figure 9.2 shows the zoning districts, how much area each district occupies, and the percentage of land each district comprises. Figure 9.3 is a visual representation of the land area each district occupies in acres, showing that the Conservation (CP) and Residential Single-Family (Medium Lot) are the largest districts by land distribution. Note that the table and the pie chart only list the 13 zoning districts and do not include the Seabrook Island Road Overlay District (SIR).

Zoning of Annexed Property

While the Town is not actively seeking property to annex, the Development Standards Ordinance (DSO) speaks to the procedure for zoning annexed property. Per Section 3.6 of the DSO, "When land is annexed into the Town, its zoning designation shall be as established by the annexation ordinance. In instances when the zoning designation of land annexed into the Town is not established by the annexation ordinance, it shall be zoned R-SF1 until or unless the Town Council takes action to classify it as another zone district."



Figure 9.3
Incorporated Area By Zoning District (In Acres)



Source: Town of Seabrook Island Zoning Map, 2024



Future Land Use (within Town Limits)

The Town of Seabrook Island's Zoning Map (Figure 9.5) was adopted in 2022 and is an accurate representation of the Town's desired land use within town limits.

Future Land Use Recommendations (Outside Town Limits)

Several parcels of land adjacent, or in close proximity, to the Town could be annexed sometime in the future. It is in the Town's best interest to consider what type of development would best serve the needs of the community in the event that these properties were to be annexed. Two future land use recommendations for the extraterritorial parcels identified in Figure 9.4 provide guidance for future development in the event any or all of these properties are annexed:

Marina Mixed-Use (MMU) – The Marina Mixed Use designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. Light retail uses, including retail and office, will also be permitted. Though the primary use is intended to be commercial in nature, a limited number of multi-family residential units may also be permitted, and the mixture of residential and commercial uses may be horizontal and/or vertical. Given the proximity to sensitive environmental and ecological areas, development of land within the Marina Mixed Use designation will require great care to minimize adverse impacts to the surrounding marine environment.

Neighborhood Mixed-Use – The Neighborhood Mixed Use designation is intended to accommodate mixed use development which is primarily residential in nature.

Residential densities of up to four units per acre will be permitted. Future development is envisioned to be buffered from Seabrook Island Road; however, a limited amount of walkable, neighborhood-scale commercial development, including light retail, professional offices, restaurants and personal services, will be permitted in targeted locations. Given its size and location, this property will provide significant opportunities for greenspace preservation through cluster development. Future development of this property may significantly impact the town's existing transportation network; therefore, future access to/from Seabrook Island Road will require careful coordination between the Towns of Seabrook Island and Kiawah Island, the property owner and/or developer and the owner(s) of neighboring properties.

Land Use Summary

Development within the Town of Seabrook Island is regulated by the Town's Development Standards Ordinance and Zoning Map both of which were effective as of July 1, 2022. Per Article 1 of the DSO, the purpose of the ordinance is to:

- 1) guide development in accordance with existing and future needs;
- 2) protect, promote, and improve the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare;
- 3) preserve the environmental character of the community;
- 4) facilitate the timely and adequate provision of water, sewage, disposal, other utility services, parks, and other public infrastructure;
- 5) regulate the density and distribution of populations and the uses of buildings, structures and lands for trade, residence, recreation, and conservation;
- 6) secure safety from fire, flood, and other dangers; and



7) further the public welfare in any other regard specified by Town Council.

The Town's DSO is based on the Comprehensive Plan for the Town which promotes safeguarding the character and unique resources of the community, while providing for a range of land uses in harmony with that character.

9.3: LAND USE ELEMENT GOAL

Element Goal

Maintain and enhance the existing residential and commercial character of the Town, and provide for compatible, appropriate, and high quality development and redevelopment.

Land Use Element Needs

- To maintain the Town's residential character and natural environment;
- Develop criteria and standards that encourage future development and redevelopment consistent with the Town's Vision Statement;
- Assure that continued development is accompanied or preceded by available services and community facilities;
- Zoning and development standards are enforced in a fair and consistent manner;
- Ensure the protection of sensitive and wildlife areas into the future; and
- Maintain and expand the Town's revenue opportunities.

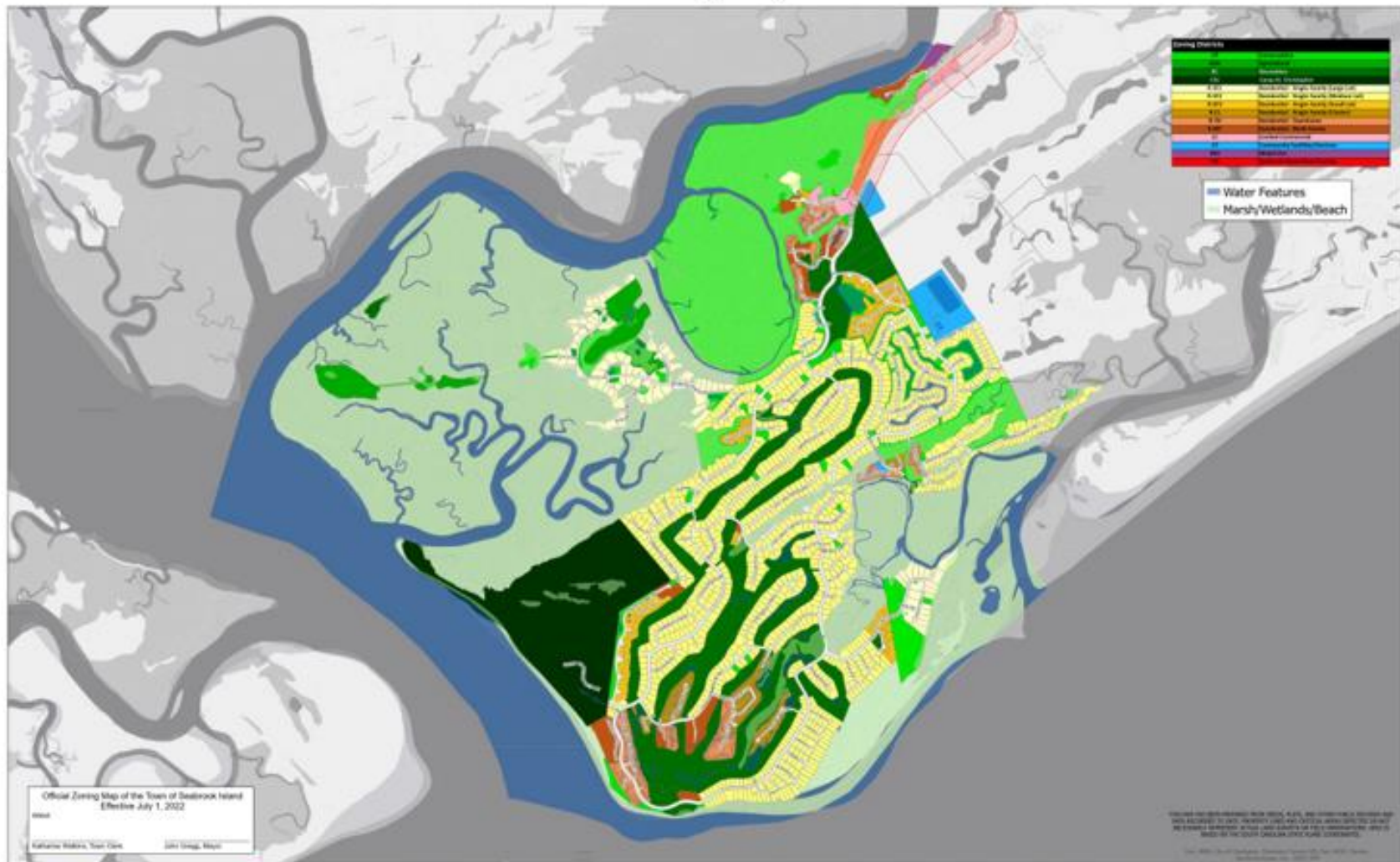
9.4: LAND USE ELEMENT STRATEGIES AND TIMEFRAMES

The Town should undertake the following strategic actions in support of the vision and goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

1. Continue to provide for high quality, orderly, controlled development and redevelopment.
2. Continue to encourage expansion of conservation areas, parks, recreation, and open space.
3. Prepare and adopt a Town Future Land Use Map that designates future land use recommendations for properties within Town Limits. As an example, the future land use designation of recreation or open space for current golf course parcels prevents such parcels from being redeveloped as a residential use in the future.
4. Apply future land use designations to extraterritorial properties eligible for annexation.
5. Work with the SIUC to require that all extraterritorial customers agree to be annexed or agree to sign an annexation covenant.
6. Continue to explore the feasibility of targeted rezoning and annexation opportunities in locations that are conducive to economic development.

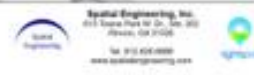


**Figure 9.5
Zoning Map**

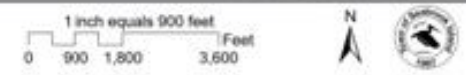


Official Zoning Map of the Town of Seabrook Island
Effective July 1, 2022

Katherine Roberts, Town Clerk John Long, Mayor



Town of Seabrook Island Zoning Map
Effective Date: July 1, 2022





**Figure 9.6
Consolidated Schedule of Uses**

USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
ACCESSORY USEs													
ACCESSORY USEs and STRUCTUREs	P	P	P	P	P	P	P	P	P	P	P	P	P
Drive-in and drive-through facilities for automated teller machines, banks, pharmacies, and similar uses (not including DRIVE-THROUGH RESTAURANTs)											C		C
Outdoor display areas for RETAIL ESTABLISHMENTs											C		C
Outdoor seating at eating/drinking establishments											C		C
Outdoor storage facilities												C	C
Agriculture and Conservation													
Agriculture		P											
Bulkhead and EROSION control devices	P	P	P	P									P
Community gardens	P	P	P	P									P
Open space preserves such as WETLANDs and wildlife habitat refuge areas	P	P	P	P	P	P	P	P	P	P			P
Entertainment, Hospitality, and Leisure													
Boat docks, landings and launches		P										P	P
Classroom and lecture facilities				P							P		P
Community swimming pools			P									P	
Dormitories, cabins, and cafeterias for campers and conference attendees, not including for-profit HOTELS				P									
Equestrian facilities		P	P	P									
Establishments serving alcoholic beverages											C		C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
Fitness club/health spa		P	P									P	P
Golf course/country club, including ACCESSORY USEs such as MAINTENANCE facilities, pro shops, lounges, banquet facilities, and RESTAURANTs.		P	P										
Greenways, boardwalks, and non-motorized trails/pathways	P	P	P	P	P	P	P	P	P	P	P	P	P
Gymnasium and indoor recreation facilities		P	P	P							P	P	P
HOTELs											P		P
MARINA			C								C		C
Non-commercial community or neighborhood activity uses such as, park/playground, swimming pool, storage STRUCTUREs, and off-street parking					p	p	p	p	p	p		P	P
OPEN AIR RECREATION uses	C	C	C	C								P	P
RESTAURANTs (not including DRIVE-THROUGH facilities)											P		P
Office													
Banks, savings & loans, and similar financial institutions											P		P
Government offices			P								P	P	P
Medical, dental or chiropractic office, including clinics and/or laboratory											P		P
Offices, general and professional											P		P
Veterinary offices and clinics											C		
Residential													
ACCESSORY DWELLING UNITs		C			C	C							
DWELLINGS on upper floors above businesses													C
HOME OCCUPATIONs		C			C	C	C	C	C	C			C



USE	CP	AGR	RC	CSC	R-SF1	R-SF2	R-SF3	R-CL	R-TH	R-MF	LC	CF	MU
SHORT-TERM RENTAL UNITs		C			C	C	C	C	C	C			C
MULTI-FAMILY DWELLINGs										P			P
SINGLE-FAMILY DWELLINGs		P			P	P	P	P					P
TOWNHOMEs									P				P
TWO-FAMILY DWELLINGs									P				P
VACATION CLUB UNIT		C			C	C	C	C	C	C			C
RETAIL													
Establishments, not exceeding 5,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											P		P
Establishments larger than 5,000 square feet but not more than 10,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING											C		C
Services													
Cemetery				P									
Helipad											C		
KENNELs											C		
Government facilities, including storage and MAINTENANCE facilities											P	P	P
PERSONAL SERVICEs											P		P
Photographic studios											P		P
PLACES OF PUBLIC WORSHIP				P								P	P
RECREATIONAL VEHICLE storage											C	C	
UTILITY substation or subinstallation	C		C	C	C	C	C	C	C	C	C	C	C
Water or wastewater treatment facilities												C	
Wireless communication antennas or towers	C			C							C	C	C
Other													
Similar Uses	C	C	C	C	C	C	C	C	C	C	C	C	C

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



TRANSPORTATION ELEMENT

Element Goal

Ensure the ongoing maintenance and improvement of the Town's multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while regionally supporting regional roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the Greater Charleston area.

10.1: OVERVIEW

The Transportation Element considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. The majority of the transportation facilities within the Seabrook Island Town limits are privately maintained and not the responsibility of the Town.

10.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Seabrook Island's multi-modal transportation system is composed of a road network, and bicycle/pedestrian pathways. SIPOA is responsible for the maintenance and improvement of the private roads and bicycle/pedestrian pathways located behind the SID entry gate, and Landfall Way located just outside the entry gate. The Town is responsible for the maintenance and improvement of Seabrook Island Road and the adjacent bicycle/pedestrian pathway extending from the entry gate to the Freshfields Village traffic circle. Each of the remaining five named streets outside of the entry gate are privately owned and maintained by property owners' associations. These private roads are Andell Bluff Boulevard,

Marsh Oak Lane, Sterling March Lane, Turtle Watch Lane, and Emmaline Lane. While the Town is not responsible for the maintenance and replacement of any of these private roads, it is responsible for the safety and welfare of its citizens in driving these roads.

Road Development Standards

The Town's Development Standards Ordinance (DSO) governs all land development within the incorporated areas of the Town. According to the DSO, all roads and drainage within the Town are to be constructed in conformance with the standards and specifications of the Town of Seabrook Island's Road Code. The DSO further defines these standards and specifications (the Town's "Road Code") through the "adoption of the Charleston County Zoning and Land Development Regulations Road Construction Standards in its entirety."

SIPOA-owned Roads

As stated in the SIPOA protective covenants, the SID "is a private entity with access thereto on a controlled and limited basis through a private SIPOA owned and operated gate." All roads, right-of-way, walkways, boardwalks, easements and vehicle ways are owned by or, upon completion in accordance with the requirements of SIPOA, are to be deeded or transferred to SIPOA. In order to preserve the property values and the quality of life for the general benefit of its property owners, the organization assumes the responsibility of protecting, operating, maintaining and improving all of the properties under its ownership.

While the SIPOA protective covenants specify the responsibilities for ensuring the economic vibrancy of the organization, the SIPOA bylaws further define how the organization will be governed--via committees and a board of directors which provide oversight of the professional staff and have the responsibility to define further the policies, rules and regulations within the community. A



comprehensive plan is maintained by the organization and includes ~~an operational, short-term and a~~ long-term strategic plan. It is important to note that a strategy included in ~~each of these~~ the plans is to “embrace the major planning assumption that local sea level will continue to rise. This assumption (and its implications for high tide flooding) will have specific application to the long term plans which the General ~~Operating—Operations~~ and Maintenance Committee continues to develop for new infrastructure, replacing/upgrading existing infrastructure ~~(excluding roads)~~, and ~~raising/resurfacing/repaving roads and upgrading road drains.~~”

In ~~2023~~²⁰¹⁶, SIPOA hired Miller Dodson Associates to update the organization’s 40-year Replacement Reserve Study. ~~According to SIPOA’s 2016 Annual Report,~~ “The replacement reserve study provides “an inventory of our community facilities and infrastructure components that require periodic replacement. It also includes a general view of the current condition of these items as well as a financial plan to fund the projected periodic replacement. The report is a valuable tool in SIPOA’s budget planning process, as it and provides a guide for SIPOA’s annual capital funding requirements.”

Operating expenses related to infrastructure, and capital expenses related to roads and drainage, are important line items included in each year’s SIPOA annual budget. The strategies included in the SIPOA ~~Comprehensive—Strategic~~ Plan coupled with recommendations included in the 40-year Replacement Reserve Study provide guidance in developing these annual budgets, ~~including taking into account future transportation network needs and ensuring that the organization is working within a sound financial framework. These efforts are critically important to SIPOA members considering that roughly 75 percent~~ the majority of the annual budget revenue comes from annually-adjusted property owner assessments.

Seabrook Island Road

The public segment of Seabrook Island Road which extends from approximately Seabrook Island Town Hall to the Freshfields Village traffic circle, is currently owned by the Town, and serves as the Town’s only road maintenance responsibility. The segment of Seabrook Island Road extending southwestward beyond ~~Town Hall~~ Landfall Way and the entry gate is privately owned by SIPOA and forms a continuous loop road that serves as the primary collector road for the majority of local roads within the SID community. At the northeastern end of Seabrook Island Road is the traffic circle completed in 2005. This traffic circle is owned by the Town of Kiawah Island and merges traffic to and from the Betsy Kerrison Parkway, the Kiawah Island Parkway, the Seabrook Island Parkway, and the entrance/exit from the Freshfields Village shopping center.

Traffic Counts and Level of Service. The public segment of Seabrook Island Road is an east-west, two-lane major collector roadway. The volume of traffic that travels this road can be measured in annual average daily traffic (AADT). The AADT represents the total volume of vehicle traffic of a highway or road for a year divided by 365 days. The South Carolina Department of Transportation (SCDOT) provides current and historic AADT based on permanent traffic count stations located throughout the state. The SCDOT Count Station #723 is located on Seabrook Island Road just southwest of Andell Bluff Boulevard. The ~~historic~~ AADT from 2009 to 2017 for this count station has fluctuated in recent years, risen steadily from 2017 (5,600 AADT) to 2022 (7,700 AADT) until it decreased slightly in 2023 (6,000 AADT). In fact, traffic volumes for 2014 through 2017 are lower than those for 2012 and 2013. Considering that the Seabrook Island Development (SID) is “nearly built-out” as discussed in the Population Element, Housing Element, and Land Use Element of this Comprehensive Plan Update Review, it is anticipated that Seabrook Island Road will



experience ~~only~~ a moderate increase in overall traffic volume in coming years.

Traffic operations at intersections are typically evaluated in terms of “Level of Service” or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board’s Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays and LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.

In ~~June-May 2024~~¹⁸, a traffic impact analysis was prepared for a proposed development in the Town of Kiawah just southwest of the traffic circle (Traffic Impact Analysis, Seabrook Island Road, ~~Freshfields Village Senior Living~~^{Sea Islands Freestanding Emergency Department}, Prepared for ~~Kiawah Resort Associates, LPMcMillan Pazdan Smith~~, by ~~Thomas and Hutton~~^{Stantec}, ~~June May 2024~~¹⁸). This report included a capacity analysis for the traffic circle intersection as well as the intersection of Seabrook Island Road and Andell Bluff Boulevard based on peak hour traffic counts ~~and a 24-hour tube count~~ taken in ~~May-October 2023~~¹⁸. The analysis found that the traffic circle’s northeast approach (Seabrook Island Road) is currently operating at a LOS C for AM Peak Hour traffic and LOS ~~B-A~~ for PM Peak Hour traffic. The analysis also found that the intersection of Seabrook Island Road and Andell Bluff Boulevard is currently operating at LOS B for ~~both AM and PM~~ Peak Hour traffic ~~and a LOS C for PM Peak Hour traffic~~.

Seabrook Island Gateway Improvement Program. In 2016, Town Council approved the Seabrook Island Gateway Improvement Program to upgrade the portion of Seabrook Island Road that the Town maintains from the SIPOA property line at Landfall Way to the traffic circle at Freshfields Village. The two primary objectives of the program are first, to create a gateway to Seabrook Island that provides a safe passage to and from Seabrook Island with

emphasis on special weather events and emergencies, and second, to enhance the appearance of the gateway through landscaping, signage and design elements.

While the program has not progressed as quickly as originally intended, much progress has been made over the last year. About half of the infrastructure improvements were aimed at limiting the flooding of Seabrook Island Road from Town Hall to the traffic circle when high tide levels are at approximately 7.5 feet. Improvements already completed include new concrete piping and flood control valves, as well as cure-in-place (CIP) liners for existing piping. Future flood preventative measures include three additional flood control valves and the cleaning of drainage easements across adjacent properties.

The Town has also recently hired a firm to assist with development of a conceptual master plan for future entrances and exits for adjacent parcels of land. In February, 2019, the consultants presented a draft version of this master plan to the Town’s Planning Commission for review and comment. This master plan is provided in this element for conceptual purposes to assist in the review of future development requests, see Figure 10.1. This concept includes a frontage road that would parallel Seabrook Island Road to the south, allowing for more controlled access points for future property development between Town Hall and the currently proposed Freshfields Village Senior Living development. The frontage road would also provide an important secondary route for hurricane evacuation. The landscape buffer between the frontage road and Seabrook Island Road, would ensure long-term sustainability of the bicycle and pedestrian pathway currently held within a revocable easement. The proposed roundabout at the entrance to Bohicket Marina would serve as a formal entrance to the Town, and allow for additional commercial development south of Seabrook Island Road. It should be noted that the Town controls

FIGURE 10.1
ENTRY ROAD DRAFT CONCEPTUAL MASTER PLAN



Source: ESP Associates, Inc., February 2019.

all proposed improvements within Seabrook Island Road, including the proposed roundabout and any encroachments.

The Regional Transportation Network

As mentioned in the Population Element of this Comprehensive Plan Update, although the growth rate of the Town has essentially leveled off, the Greater Charleston area as a whole has continued to grow dramatically over the last decade. This growth has outpaced transportation improvements throughout the region, and has resulted in each of the three counties (Charleston, Dorchester, and Berkeley) asking for, and receiving, citizen approval of

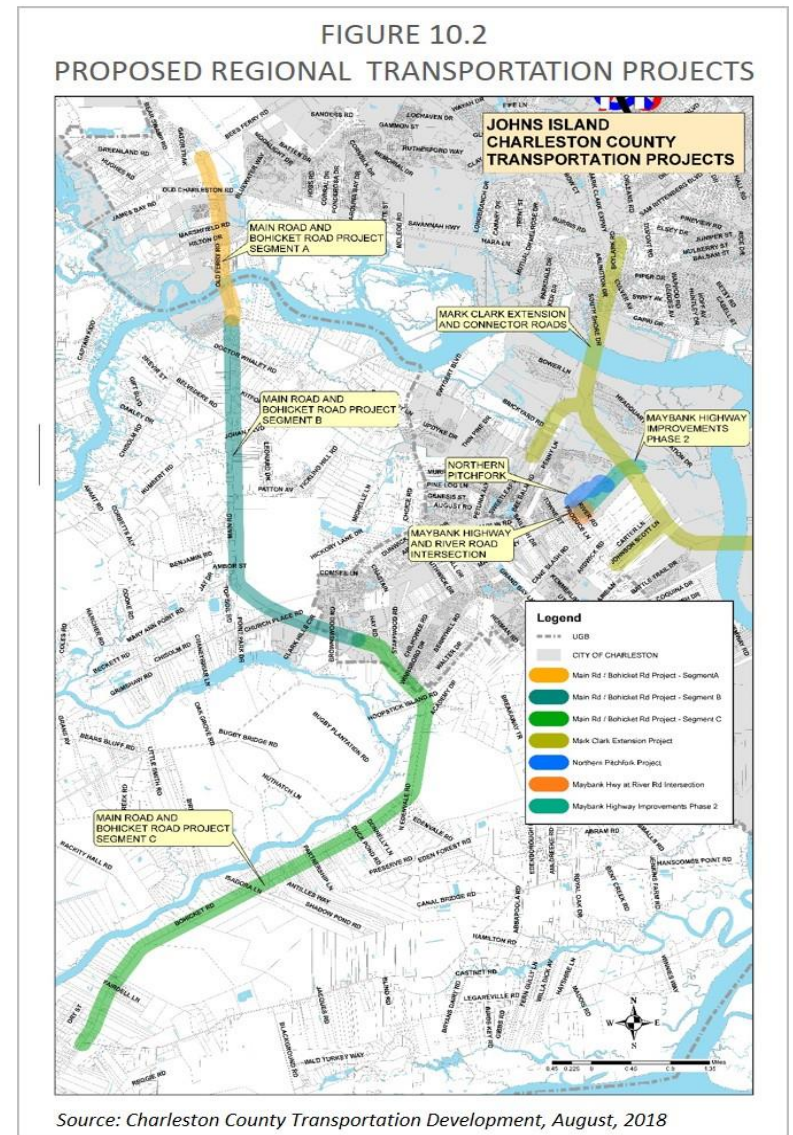
transportation sales tax programs to assist in funding future road improvements. The long-term revenue received through the increase in local sales tax allows these counties to bond and build important transportation projects in the short term. However, even with the financial boost provided through these programs, the completion of much needed transportation projects continue to be hampered by cost, complexity, environmental, and growth concerns.



Regional travel to and from Seabrook Island traverses the Johns Island road network. The condition of these Johns Island roads are as important to the Seabrook Island community as are the local roads with the town limits. Johns Island is also one of the fastest growing areas in the Greater Charleston area. Many of the residents on Johns Island have expressed concerns that infrastructure improvements, including the road network, have not kept pace with new residential development on the island. As a consequence, road congestion has dramatically increased on Johns Island in recent years. This increase in traffic has resulted in longer travel times for Seabrook Island, Kiawah Island and Wadmalaw Island Residents as well.

Active Johns Island Transportation Improvement Projects. There is currently an increased focus on improving Johns Island roads to address the increased traffic congestion. The two primary chokepoints are access to and from Johns Island to the mainland using Main Road, and access to and from Johns Island to James Island using Maybank Highway. The roads are not only chronically congested during weekday rush hours, but also remain very busy throughout the day on weekends and holidays. While the congestion is further amplified by the continued residential growth on Johns Island, there are several short term and long term transportation improvement projects planned that are designed to address the issue, see Figure 10.2. These road improvement projects are equally as important to the Seabrook Island community, as they too are dependent upon the Johns Island road network for regional travel.

In 2018, phase 2 of the Maybank Highway Improvements Project was completed creating a new westbound lane forming two continuous lanes from Paul Gelegotis Bridge to River Road. This improvement has markedly improved traffic flow onto Johns Island from James Island. At this same chokepoint, additional funded projects include improvements to the Maybank Highway at River





Road intersection as well as construction of a two-lane road connecting Maybank Highway to River Road north of Maybank Highway (also referred to as the “northern pitchfork”). The Northern Pitchfork project was recently completed and is now open to traffic. Charleston County Public Works (CCPW) also performed some re-striping on Maybank Highway for new lane assignments at the River Road intersection. CCPW was recently authorized by County Council to utilize \$1.8 million in remaining funds from these projects to begin design work on a fourth lane off-island from River Road to the Paul J. Gelegotis Bridge.

For the Bohicket Road/Main Road corridor that connects Seabrook Island travelers to the mainland, there is a four-phase road widening project that includes near term improvements as well as longer term improvements. For the near term, there are planned improvements for the US 17 at Main Road intersection, and a widening of Main Road from Bees Ferry Road to Chisolm Road/River Road. Also planned in the near term will be improvements to the Main Road/Bohicket Road at Maybank Highway intersection. The longer term improvements include the widening of Bohicket Road from Maybank Highway to Betsy Kerrison Parkway, Plow Ground Road along with associated intersection improvements., and the widening of Main Road from River Road to Maybank Highway.

Proposed “New Corridor” Transportation Projects. Two additional proposed “new corridor” transportation projects have been considered as a means to alleviate congestion on Johns Island and the surrounding area. First is a proposed 7-mile extension of the existing I-526 corridor. The South Carolina State Infrastructure Bank (SIB) made a commitment to fund the Mark Clark Extension Project’s construction, from its current terminus at US Highway 17 South to the James Island Connector, as funding becomes available to the Bank. At the time of this commitment in 2006, the total project cost was estimated to be \$420 million, and since then, the Bank has awarded the County \$99 million for preliminary

design, environmental impact studies, engineering, and right-of-way acquisition.

The Mark Clark Extension project’s goals are to strengthen the regional transportation network’s capacity, increase safety, and improve mobility to and from the Charleston metropolitan area’s West Ashley, Johns Island, and James Island neighborhoods. On January 31, 2023, County Council allocated \$75 million of Transportation Sales tax funding to continue to move the project forward. This funding should complete the permitting process and acquire the needed ROW for the first phase of the project. The SCDOT, who is managing the project, has recommended that the project be split into two phases. The first phase would be from the existing terminus at West Ashley to Johns Island. The new corridor extension would begin where existing I-526 currently terminates at US 17 in West Ashley, then would proceed southward across the Stono River to Johns Island, then eastward across the Stono River again to James Island, ultimately connecting with the existing James Island Connector at Folly Road. This project would add two additional access points on and off Johns Island, resulting in improved commute times as well as providing an additional route for hurricane evacuation. Opponents to the project feel that while congestion and commute times would be temporarily alleviated, easier access and improved commute times would encourage further development on Johns Island. As of January 2019, Charleston County and South Carolina’s State Transportation Infrastructure Bank reached a new funding agreement for the construction of this I-526 extension project. While this allows the project to begin the 12-18 month permitting process, there is the prospect of the project facing additional legal challenges in the future.

The second proposed “new corridor” transportation project is the Sea Island Parkway. This proposed parkway is planned as a multi-modal arterial to provide congestion relief to Bohicket Road, as well



as an alternative hurricane evacuation route for residents of Seabrook Island, Kiawah Island and the southern portion of Johns Island. The vision for this facility is a streetscaped 4-lane divided roadway with planted medians. The roadway would extend approximately 9.4 miles from Betsy Kerrison Parkway northeastward to River Road. While the project is scored and prioritized in the recently approved Charleston Area Transportation Study Metropolitan Planning Organization (CHATS MPO) 20450 Long Range Transportation Plan, the project is ranked ~~132nd~~ ~~136th~~ out of ~~138~~ ~~147~~ ranked ~~vision~~ capacity enhancement projects.

Emergency Evacuation

Seabrook Island is a barrier island and, as such, is particularly susceptible to risks associated with severe weather. Natural disasters like hurricanes, floods, tornadoes and earthquakes are potential hazards that need to be addressed not only by organizations like the Town and SIPOA, but also by individual residents and property owners. Evacuation of the Island is called for when one of these natural disasters is judged imminent. If a mandatory evacuation order is issued, the prescribed evacuation route calls for leaving the Island via Seabrook Island Road, and then on to Bohicket Road, Main Road and Highway 17. Highway 17 is then taken south to SC64 and then on to Walterboro. More information regarding the Town's emergency evacuation plan, as well as its Comprehensive Emergency Plan, can be accessed from the Town's website at www.townofseabrookisland.org

Public Transportation

The two primary public transportation systems serving the Charleston Region are the Charleston Area Regional Transportation Authority (CARTA) and the TriCounty Link (TCL). CARTA is a public transportation system dedicated to providing affordable transit in the Charleston community through local fixed routes, on-demand paratransit service and express commuter routes. The TriCounty Link system is comprised of ~~nine-ten~~ regular

~~deviated~~ fixed routes and ~~six-three~~ commuter routes providing services to rural residents of Berkeley, Charleston, and Dorchester counties. The deviated fixed routes follow a published schedule and operate as a "flag-stop" service, picking up customers between scheduled stops along the fixed route alignment. Each route also offers a route deviation option that allows the driver to go off the route up to ¼ of a mile to pick up customers that cannot meet the bus at designated stop locations. This is primarily a pre-scheduled curb-to-curb service, which allows TCL to meet the Americans with Disabilities Act (ADA) requirements.

While no CARTA routes serve Seabrook Island, there ~~is~~ currently ~~are two-one~~ TCL routes serving the Johns Island area. ~~The first is~~ TCL Route C204 (aka Johns Island – West Ashley) offers four trips per day (two AM and two PM trips), which ~~It~~ is a 13 stop route that begins at Mt. Zion Elementary School on River Road, and ends at Citadel Mall in West Ashley, with route alignment primarily along River Road, Betsy Kerrison Parkway, Bohicket Road, Main Road, and US-17/Savannah Highway. and ~~It~~ includes a stop at Freshfields Village, centrally located to serve both Seabrook Island and Kiawah Island. ~~The second is~~ TCL Route C205 (aka Johns Island – James Island), ~~which is an eight stop route that begins at Mt. Zion Elementary and ends at the James Island Walmart located at the intersection of George L. Griffith Boulevard and Folly Road. Each of these~~ The TCL routes have stops that are co-located with CARTA routes, allowing users to access all the urban routes provided by CARTA.

The aforementioned CHATS MPO 20450 Long Range Transportation Plan recognizes a great need for improved public transportation and identifies twelve "recommended transit vision corridor projects", including high and medium capacity bus rapid beyond Town limits, bicycle and pedestrian facilities provide access to nearby Freshfields Village businesses, as well as a continuous path to Kiawah Island and Kiawah Beachwalker Park. Providing



pedestrian access to Johns Island is a continuous asphalt walking path along the west side of Betsy Kerrison Parkway that extends approximately three miles from just north of Haulover Creek to the intersection of Betsy Kerrison Parkway/Main Road and River Road. ~~transit, additional commuter express bus routes, and even commuter ferry routes. However, since none of these planned future corridor projects extend into western Charleston County, it is likely Seabrook Island residents will not see any substantial public transportation improvements in the near future. BCDCOG, through a Federal Transit Administration (FTA) grant, will be developing the TCL On-Demand Rural Transit Development Study/Plan which will seek to improve transit access and connectivity within the TCL rural service area. The study will evaluate alternative service solutions, including micro-transit options, to better connect rural residents to existing and emerging job centers and improve overall rural transit service.~~

Bicycle and Pedestrian Facilities

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The Seabrook Island Natural History Group (SINHG), in conjunction with SIPOA, maintains four walking trails on Seabrook Island that are designed for foot traffic only. These trails can be hiked from dawn to dusk, and vary in length and difficulty. The Seabrook Island bike routes provide access throughout the Town and come in the form of either paved bike paths or, beyond the entry gates, routes suggested that are for bikes (see Figures 10.3 and 10.4).



Figure 10.3
Seabrook Island Bike Routes (Northern Section)

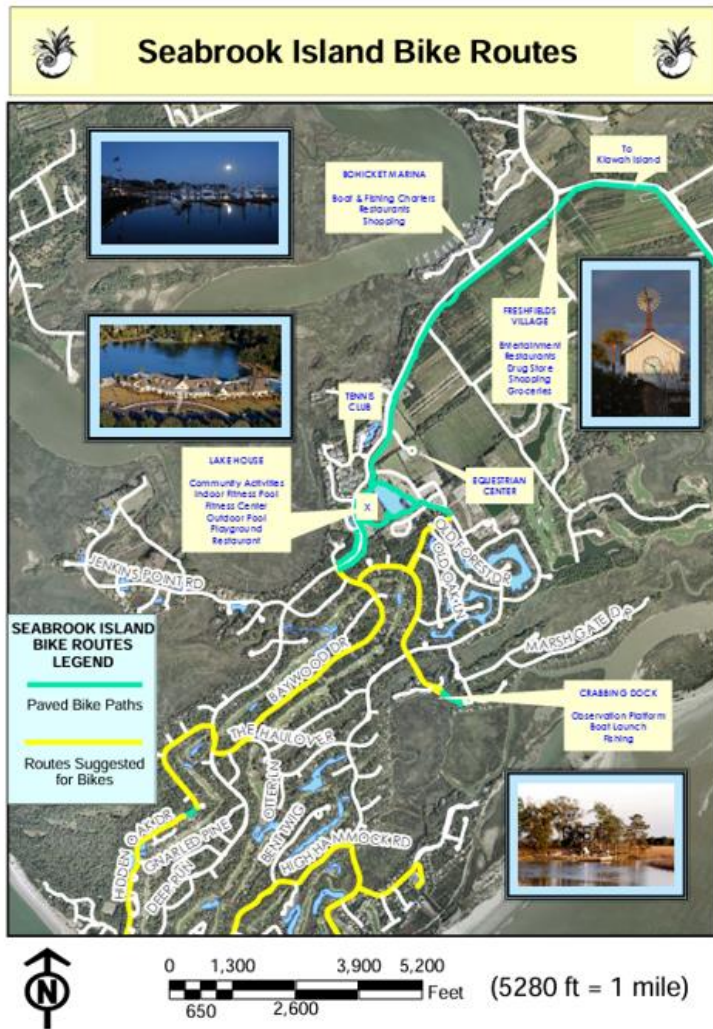


Figure 10.4
Seabrook Island Bike Routes (Southern Section)





Several plans have been prepared by various agencies to address the connection and expansion of the Greater Charleston area's regional bicycle and pedestrian network. These include the Charleston County Park and Recreation Commission's *People 2 Parks Implementation Study (2016)* and the Berkeley Charleston Dorchester Council of Government (BCDCOG) *Walk+BikeBCD Regional Bicycle and Pedestrian Plan (2017)*. The purpose of the BCDCOG plan is to guide short and long-term land-use and transportation planning decisions for a safer, more accessible region for people on foot and bike. The Plan includes region-wide recommendations, including Johns Island recommendations that would greatly enhanced the pedestrian and biking opportunities for the Seabrook Island community. The Plan's bikeway presentations for Johns Island are shown in Figure 10.5.

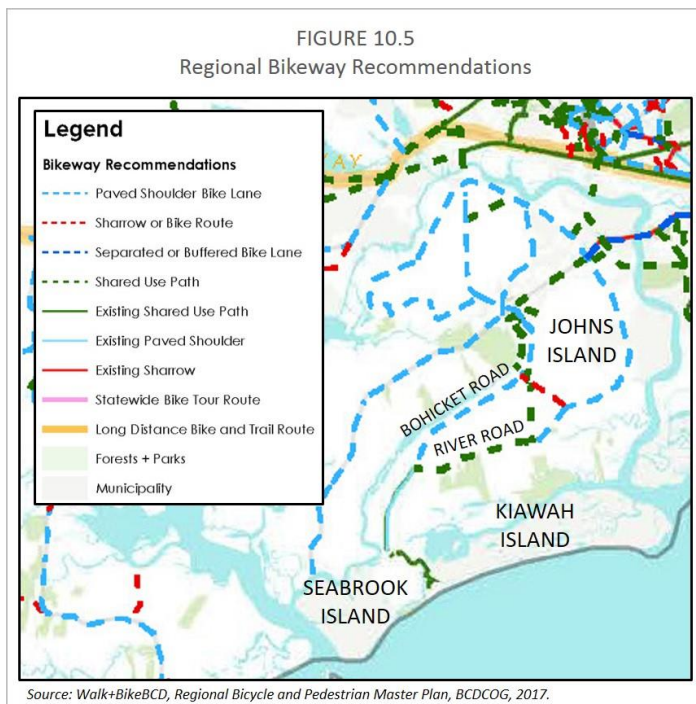
10.3: TRANSPORTATION ELEMENT GOAL

Element Goal

Ensure the ongoing maintenance and improvement of the Town's multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while regionally supporting roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the overall Charleston region.

Transportation Element Needs

- Cooperating and coordinating with all private and public organizations responsible for the quality, efficiency and safety of the local and regional road network;
- Maintaining the structural integrity and beauty of Seabrook Island Road which serves as the gateway to Seabrook Island; and
- Ensuring the long-term sustainability and usability of existing pedestrian and bicycle paths and providing connections to the larger regional bicycle and pedestrian master plan.





10.4: TRANSPORTATION ELEMENT STRATEGIES AND TIMEFRAMES

The Town should undertake the following strategic actions in support of the Vision and Goals of this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

1. Continue to Promote compatibility among roadway improvements, land use patterns, community character and natural environment.
2. Continue to Ensure that the Town's roadway system is properly maintained to meet the safe and efficient mobility of residents, businesses, and visitors.
3. Continue to Support regional roadway initiatives to improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the overall Charleston region.
4. Continue to Support the recommendations included in the Town consultant's Entry Road Conceptual Master Plan.
5. Continue to Support connecting the Town's bicycle and pedestrian pathways to the regional network included in the *Walk+Bike BCD*, *Regional Bicycle and Pedestrian Master plan*.

Seabrook Island Comprehensive Plan Five-Year Review Draft Document

The following legend applies to the entirety of the draft document.

Legend

Text highlighted Yellow

Items for Planning Commission discussion

Text highlighted Gray

Still waiting on updated data



TRANSPORTATION ELEMENT

Element Goal

Ensure the ongoing maintenance and improvement of the Town's multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while supporting regional roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the Greater Charleston area.

10.1: OVERVIEW

The Transportation Element considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. The majority of the transportation facilities within the Seabrook Island Town limits are privately maintained and not the responsibility of the Town.

10.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

Seabrook Island's multi-modal transportation system is composed of a road network, and bicycle/pedestrian pathways. SIPOA is responsible for the maintenance and improvement of the private roads and bicycle/pedestrian pathways located behind the SID entry gate, and Landfall Way located just outside the entry gate. The Town is responsible for the maintenance and improvement of Seabrook Island Road and the adjacent bicycle/pedestrian pathway extending from the entry gate to the Freshfields Village traffic circle. Each of the remaining five named streets outside of the entry gate are privately owned and maintained by property owners' associations. These private roads are Andell Bluff Boulevard,

Marsh Oak Lane, Sterling March Lane, Turtle Watch Lane, and Emmaline Lane. While the Town is not responsible for the maintenance and replacement of any of these private roads, it is responsible for the safety and welfare of its citizens in driving these roads.

Road Development Standards

The Town's Development Standards Ordinance (DSO) governs all land development within the incorporated areas of the Town. According to the DSO, all roads and drainage within the Town are to be constructed in conformance with the standards and specifications of the Town of Seabrook Island's Road Code. The DSO further defines these standards and specifications (the Town's "Road Code") through the "adoption of the Charleston County Zoning and Land Development Regulations Road Construction Standards in its entirety."

SIPOA-owned Roads

As stated in the SIPOA protective covenants, the SID "is a private entity with access thereto on a controlled and limited basis through a private SIPOA owned and operated gate." All roads, right-of-way, walkways, boardwalks, easements and vehicle ways are owned by or, upon completion in accordance with the requirements of SIPOA, are to be deeded or transferred to SIPOA. In order to preserve the property values and the quality of life for the general benefit of its property owners, the organization assumes the responsibility of protecting, operating, maintaining and improving all of the properties under its ownership.

While the SIPOA protective covenants specify the responsibilities for ensuring the economic vibrancy of the organization, the SIPOA bylaws further define how the organization will be governed--via committees and a board of directors which provide oversight of the professional staff and have the responsibility to define further the policies, rules and regulations within the community. A



comprehensive plan is maintained by the organization and includes a long-term strategic plan. It is important to note that a strategy included in the plans is to embrace the major planning assumption that local sea level will continue to rise. This assumption (and its implications for high tide flooding) will have specific application to the long term plans which the General Operations and Maintenance Committee continues to develop for new infrastructure, replacing/upgrading existing infrastructure, and repaving roads.

In 2023, SIPOA hired Miller Dodson Associates to update the organization's 40-year Replacement Reserve Study. The replacement reserve study provides an inventory of community facilities and infrastructure components that require periodic replacement. It also includes a general view of the current condition of these items. The report is a valuable tool and provides a guide for SIPOA's annual capital funding requirements.

Operating expenses related to infrastructure, and capital expenses related to roads and drainage, are important line items included in each year's SIPOA annual budget. The strategies included in the SIPOA Strategic Plan provide guidance in developing these annual budgets, and ensuring that the organization is working within a sound financial framework. These efforts are critically important to SIPOA members considering that the majority of the annual budget revenue comes from annually-adjusted property owner assessments.

Seabrook Island Road

The public segment of Seabrook Island Road which extends from approximately Seabrook Island Town Hall to the Freshfields Village traffic circle, is currently owned by the Town, and serves as the Town's only road maintenance responsibility. The segment of Seabrook Island Road extending southwestward beyond Landfall Way and the entry gate is privately owned by SIPOA and forms a continuous loop road that serves as the primary collector road for

the majority of local roads within the SID community. At the northeastern end of Seabrook Island Road is the traffic circle completed in 2005. This traffic circle is owned by the Town of Kiawah Island and merges traffic to and from the Betsy Kerrison Parkway, the Kiawah Island Parkway, the Seabrook Island Parkway, and the entrance/exit from the Freshfields Village shopping center.

Traffic Counts and Level of Service. The public segment of Seabrook Island Road is an east-west, two-lane major collector roadway. The volume of traffic that travels this road can be measured in annual average daily traffic (AADT). The AADT represents the total volume of vehicle traffic of a highway or road for a year divided by 365 days. The South Carolina Department of Transportation (SCDOT) provides current and historic AADT based on permanent traffic count stations located throughout the state. The SCDOT Count Station #723 is located on Seabrook Island Road just southwest of Andell Bluff Boulevard. The AADT for this count station had risen steadily from 2017 (5,600 AADT) to 2022 (7,700 AADT) until it decreased slightly in 2023 (6,000 AADT). Considering that the Seabrook Island Development (SID) is "nearly built-out" as discussed in the Population Element, Housing Element, and Land Use Element of this Comprehensive Plan Review, it is anticipated that Seabrook Island Road will experience a moderate increase in overall traffic volume in coming years.

Traffic operations at intersections are typically evaluated in terms of "Level of Service" or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board's Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays and LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.



In May 2024, a traffic impact analysis was prepared for a proposed development in the Town of Kiawah just southwest of the traffic circle (Traffic Impact Analysis, Seabrook Island Road, Sea Islands Freestanding Emergency Department, Prepared for McMillan Pazdan Smith, by Stantec, May 2024). This report included a capacity analysis for the traffic circle intersection as well as the intersection of Seabrook Island Road and Andell Bluff Boulevard based on peak hour traffic counts taken in October 2023. The analysis found that the traffic circle's northeast approach (Seabrook Island Road) is currently operating at a LOS C for AM Peak Hour traffic and LOS A for PM Peak Hour traffic. The analysis also found that the intersection of Seabrook Island Road and Andell Bluff Boulevard is currently operating at LOS B for AM Peak Hour traffic and a LOS C for PM Peak Hour traffic.

Seabrook Island Gateway Improvement Program. In 2016, Town Council approved the Seabrook Island Gateway Improvement Program to upgrade the portion of Seabrook Island Road that the Town maintains from the SIPOA property line at Landfall Way to the traffic circle at Freshfields Village. The two primary objectives of the program are first, to create a gateway to Seabrook Island that provides a safe passage to and from Seabrook Island with emphasis on special weather events and emergencies, and second, to enhance the appearance of the gateway through landscaping, signage and design elements.

While the program has not progressed as quickly as originally intended, much progress has been made over the last year. About half of the infrastructure improvements were aimed at limiting the flooding of Seabrook Island Road from Town Hall to the traffic circle when high tide levels are at approximately 7.5 feet. Improvements already completed include new concrete piping and flood control valves, as well as cure-in-place (CIP) liners for existing piping. Future flood preventative measures include three additional flood

control valves and the cleaning of drainage easements across adjacent properties.

The Town has also recently hired a firm to assist with development of a conceptual master plan for future entrances and exits for adjacent parcels of land. In February, 2019, the consultants presented a draft version of this master plan to the Town's Planning Commission for review and comment. This master plan is provided in this element for conceptual purposes to assist in the review of future development requests, see Figure 10.1. This concept includes a frontage road that would parallel Seabrook Island Road to the south, allowing for more controlled access points for future property development between Town Hall and the currently proposed Freshfields Village Senior Living development. The frontage road would also provide an important secondary route for hurricane evacuation. The landscape buffer between the frontage road and Seabrook Island Road, would ensure long-term sustainability of the bicycle and pedestrian pathway currently held within a revocable easement. The proposed roundabout at the entrance to Bohicket Marina would serve as a formal entrance to the Town, and allow for additional commercial development south of Seabrook Island Road. It should be noted that the Town controls all proposed improvements within Seabrook Island Road, including the proposed roundabout and any encroachments.

FIGURE 10.1
ENTRY ROAD DRAFT CONCEPTUAL MASTER PLAN



Source: ESP Associates, Inc., February 2019.

The Regional Transportation Network

As mentioned in the Population Element of this Comprehensive Plan Update, although the growth rate of the Town has essentially leveled off, the Greater Charleston area as a whole has continued to grow dramatically over the last decade. This growth has outpaced transportation improvements throughout the region and has resulted in each of the three counties (Charleston, Dorchester, and Berkeley) asking for, and receiving, citizen approval of transportation sales tax programs to assist in funding future road

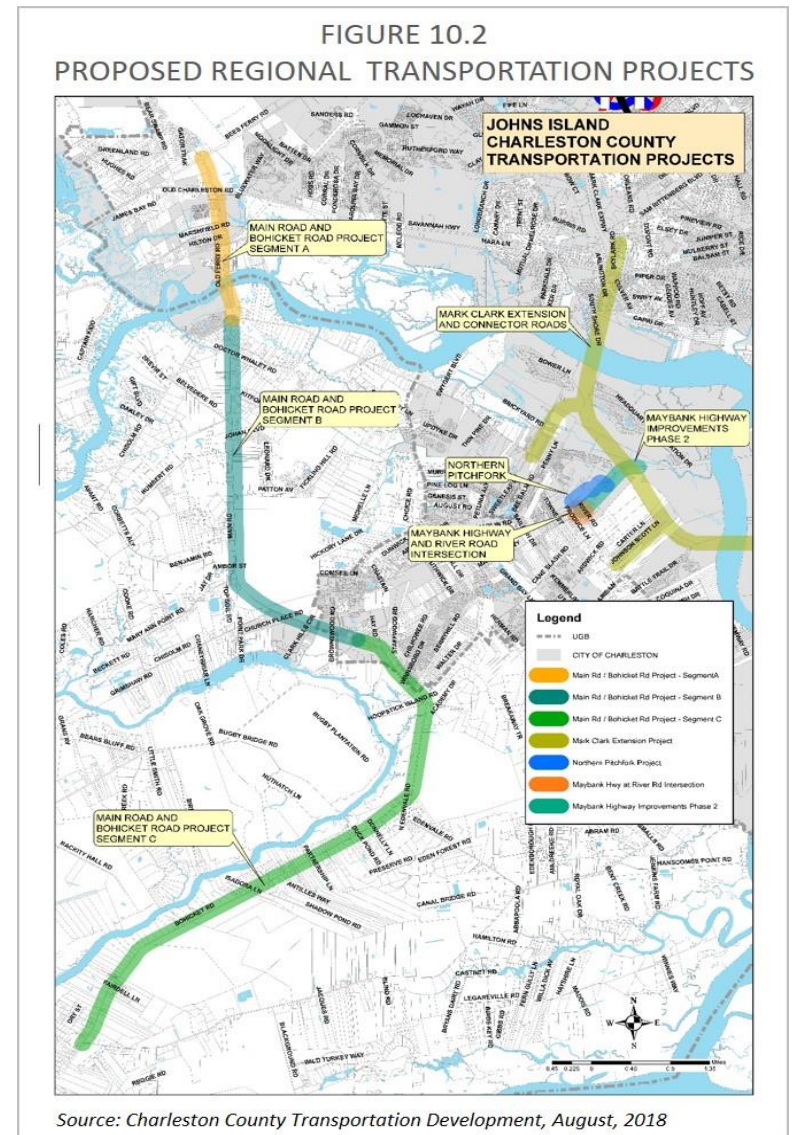
improvements. The long-term revenue received through the increase in local sales tax allows these counties to bond and build important transportation projects in the short term. However, even with the financial boost provided through these programs, the completion of much needed transportation projects continue to be hampered by cost, complexity, environmental, and growth concerns.



Regional travel to and from Seabrook Island traverses the Johns Island road network. The condition of these Johns Island roads are as important to the Seabrook Island community as are the local roads with the town limits. Johns Island is also one of the fastest growing areas in the Greater Charleston area. Many of the residents on Johns Island have expressed concerns that infrastructure improvements, including the road network, have not kept pace with new residential development on the island. As a consequence, road congestion has dramatically increased on Johns Island in recent years. This increase in traffic has resulted in longer travel times for Seabrook Island, Kiawah Island and Wadmalaw Island Residents as well.

Active Johns Island Transportation Improvement Projects. There is currently an increased focus on improving Johns Island roads to address the increased traffic congestion. The two primary chokepoints are access to and from Johns Island to the mainland using Main Road, and access to and from Johns Island to James Island using Maybank Highway. The roads are not only chronically congested during weekday rush hours, but also remain very busy throughout the day on weekends and holidays. While the congestion is further amplified by the continued residential growth on Johns Island, there are several short term and long term transportation improvement projects planned that are designed to address the issue, see Figure 10.2. These road improvement projects are equally as important to the Seabrook Island community, as they too are dependent upon the Johns Island road network for regional travel.

In 2018, phase 2 of the Maybank Highway Improvements Project was completed creating a new westbound lane forming two continuous lanes from Paul Gelegotis Bridge to River Road. This improvement has markedly improved traffic flow onto Johns Island from James Island. At this same chokepoint, additional funded projects include improvements to the Maybank Highway at River





Road intersection as well as construction of a two-lane road connecting Maybank Highway to River Road north of Maybank Highway (also referred to as the “northern pitchfork”). The Northern Pitchfork project was recently completed and is now open to traffic. Charleston County Public Works (CCPW) also performed some re-striping on Maybank Highway for new lane assignments at the River Road intersection. CCPW was recently authorized by County Council to utilize \$1.8 million in remaining funds from these projects to begin design work on a fourth lane off-island from River Road to the Paul J. Gelegotis Bridge.

For the Bohicket Road/Main Road corridor that connects Seabrook Island travelers to the mainland, there is a four-phase road widening project that includes near term improvements as well as longer term improvements. For the near term, there are planned improvements for the US 17 at Main Road intersection, and a widening of Main Road from Bees Ferry Road to Chisolm Road/River Road. Also planned in the near term will be improvements to the Main Road/Bohicket Road at Maybank Highway intersection. The longer term improvements include the widening of Bohicket Road from Maybank Highway to Plow Ground Road along with associated intersection improvements.,

Proposed “New Corridor” Transportation Projects. Two additional proposed “new corridor” transportation projects have been considered as a means to alleviate congestion on Johns Island and the surrounding area. First is a proposed 7-mile extension of the existing I-526 corridor. The South Carolina State Infrastructure Bank (SIB) made a commitment to fund the Mark Clark Extension Project’s construction, from its current terminus at US Highway 17 South to the James Island Connector, as funding becomes available to the Bank. At the time of this commitment in 2006, the total project cost was estimated to be \$420 million, and since then, the Bank has awarded the County \$99 million for preliminary design, environmental impact studies, engineering, and right-of-way acquisition.

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Seabrook Island Bike Routes (Southern Section)





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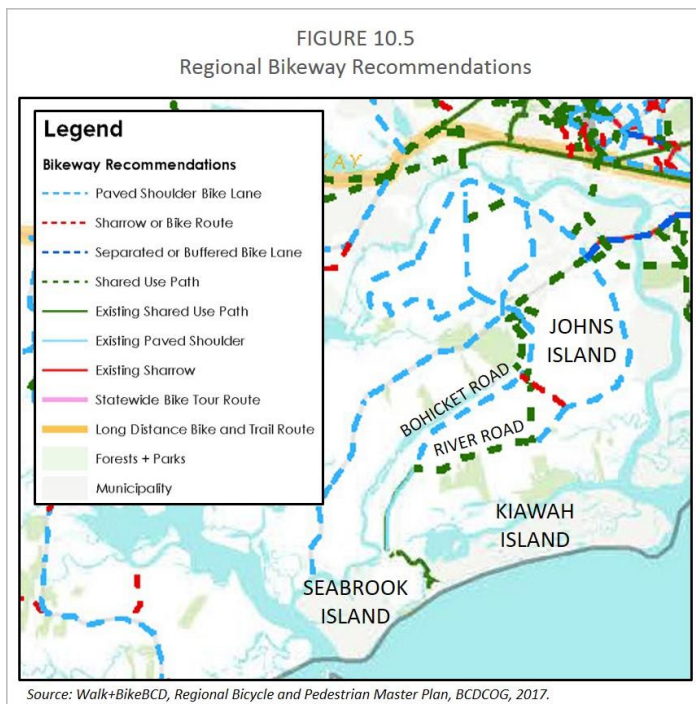
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